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July 3, 1926

Mr. Amon G. Carter,
Publisher,
Fort Worth Star-Telegram,
Fort Worth, Texas.

My dear Mr. Carter:

It occurs to me that you are the best man in the country to take up with the American Automobile Association a proposition to build a paved highway across the southern part of the United States from the Atlantic to the Pacific. Inasmuch as there are now two or three transcontinental roads building between the two coasts, though none of them yet finished, a southern road which would be open every day in the year would serve a higher purpose than any of them. The Lincoln Highway is closed every year with snow from two to three months, and all the other roads in the north are always closed a portion of each winter as a result of snow. When they are not actually impassable they are difficult, disagreeable and impractical, or unsatisfactory, during the cold months.

Our automobile club here has been considering the starting of such a movement, but inasmuch as we are in a controversy and have been for several years with the American Automobile Association (fault in our honest judgment all on their side) it appears likely that they would oppose it if we started the movement, whereas if they could be induced to initiate such a movement and our club here, 117,000 members strong, should join in and give its support, it would be better tactics all around.

There certainly is nobody more strategically situated than you and the other Texas newspapers, automobile clubs, Chambers of Commerce, etc., to inaugurate through the American Automobile Association, or in other ways, an enterprise that would yield as much in benefit to the whole people of the country as would a transcontinental paved road located far to the south, and therefore usable every day in the year.

The road could branch off from the paved road leading from New York southward to Florida, then later on Chicago, Kansas City and other parts of the country would all promote the building of lateral connections.

The Lincoln Highway backers have been making a loud noise for 10! these many years, but still the road is not entirely finished and the idea of a highway that is never closed up by the winter snows is bound to have a wide appeal, even to the broadminded inhabitants of the northern portions of the country.

When such a road is built west to San Diego and Los Angeles, it will connect directly with our Pacific Coast road that runs from Tiajuana on the Mexican line and is now paved practically all the way along the coast clear to Vancouver.

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Mr. Amon G. Carter.

If this sort of a road is built the New York, New England or northern and eastern people generally could drive in comfort in the dead of the winter all the way from their own sections clear through to Vancouver without any weather or snow interference. This would enable thousands of people to cross the continent east and west during the winter months, where now there is necessarily comparatively light travel.

The very greatly increased numbers traveling both ways during the winter would return by the northern routes in the spring and summer, and thus it would actually have the effect of increasing the travel on the northern roads, so that nobody in the United States could have any fault to find with such a project. In fact, I discussed the subject here yesterday with a delegate to the National Editorial Association's convention here, who is Secretary of the Minneapolis or Minnesota Automobile Association, and he told me that his organization would be delighted to help in promoting such a movement, - he stated that his club's most serious problem in winter was in assisting their members who travel east or west on account of snow.

Our automobile club here has appropriated about \$25,000 with the idea of making a spread in announcing the advisability and necessity for the building of such a paved highway and had intended putting their copy out at this time, but I have asked that they shall delay any definite action until we see if we can't do the more diplomatic thing of getting Texas and the south generally to initiate the movement and then let us back it up with our national advertising, which will acquaint the people of the country generally with the scope, purpose and details of the plan.

We are practically certain that the American Automobile Association will oppose any idea that would seem to originate with our club here.

We have already a paved road, both from Los Angeles and San Diego, to the Colorado River at Yuma and there is considerable paving done on the route that would undoubtedly be adopted through Arizona. There is reason to believe that Arizona and New Mexico would both be glad to join in to the extent of doing the construction work in their sections with such government aid as they would receive for their respective states, because it would certainly be a big thing for both of those commonwealths.

Whether there would be difficulties in getting the enthusiastic support and financial cooperation of the eastern southern states I have no very definite idea. If the newspapers would take it up and an organization could be brought into existence to stay on the job of stirring up the states, counties, communities and cities through which the road would pass to work out a coordinated plan of roads already built that would become a part of the national highway there shouldn't be much trouble in getting action, though I assume as is always the case that there would be a local fight along a considerable part of the line as to just where it should be located. Sections of roads already built for some portions of the distance could undoubtedly be designated as a part of the national system.

It occurs to me that a good name for it would be "All Year National Highway". This name of itself would indicate that it was free from snow blockades and would naturally be open every day in the year.

I should like to have your reaction on this subject, and if you can apply some of your excess energy and organizing ability to such a movement you will

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most certainly be initiating an enterprise that will in the end be a great national blessing.

With kindest regards, I am

Very sincerely yours,

Henry Cheevers

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