

The Pan American Highway--The Main Street of North and South America.
Under Construction in Ten Nations.

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Newton, Kansas

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INTERNATIONAL MERIDIAN HIGHWAY—U. S. 81, Canada 14, Mexico 1
MAIN STREET OF NORTH AMERICA

Surfaced from Winnipeg to Monterrey, using U. S. 77 in Oklahoma—2000 Miles—by July, 1929.
Connects Paved U. S. 40 to Atlantic with All-Weather U. S. 80 and 90 to Pacific.

NEWTON, KANSAS

March 7th, 1928.

Dear Sir:

By the end of this year the Meridian Highway will be surfaced from Winnipeg, Canada, to Monterrey, Mexico—2000 miles—except 38 miles south of Pembina, 13 miles north of Abercrombie, N. D., 12 miles south of Concordia, Kansas, 50 miles between Kingfisher and Chickasha and 24 miles north of Terrall in Oklahoma and probably 20 miles in LaSalle county, Texas. The grade and structures will be completed on above earth mileage in 1928 except about 35 miles and same surfaced in 1929. From Winnipeg to Newton it will be nearly all gravel road and from Newton to Laredo nearly all paved. An optional route from South Haven to Fort Worth via Oklahoma City will be completed this year but U. S. 81 will be the sign to follow. U. S. 81 signs have been erected from Canada to Mexico except in Texas where U. S. 81 is still Texas 2.

The Meridian Highway is to be graveled from Laredo to Monterrey this year and will be open to Pacific Ocean via Mexico City in two or three years.

The Meridian Highway is the only highway across the United States designated a U. S. Primary Highway and given the same number.

The extension of the Meridian Highway to Buenos Aires, South America, was a Grandiose Dream a few months ago but it has assumed tangible form and will in time become a reality. It is favored by the governments of all countries crossed and is being promoted in the United States by strong financial and political interests well organized. See the map on back hereof and read the comments thereon and please write your members of Congress to favor it. A surfaced road from Winnipeg to Mexico looked as doubtful a few years ago as does the Pan American now. The Pan American highway physical difficulties are easy compared to the building of the Pan American Railroad. The financing can be done by the governments with the assistance of the United States. It will be a Good Will project as well as a great economic asset to every country touched. The Pan American Highway is the logical extension of the Meridian and it is hoped the Pan American adopts U. S. 81 to Winnipeg. The Meridian Highway is the logical connecting link between the Pan American and all the Primary U. S. Ocean to Ocean Highways. At San Antonio it crosses U. S. 90, at Fort Worth U. S. 80, at Waurika U. S. 70, at Newton U. S. 50s and McPherson U. S. 50n, at Salina U. S. 40s and south of Concordia U. S. 40n, at Columbus U. S. 30, near Pierce U. S. 20 and at Fargo U. S. 10. A paved road will shortly connect Atlantic Coast cities with U. S. 81 over U. S. 80, U. S. 66, U. S. 50s and U. S. 40n and U. S. 30. U. S. 81—Meridian Highway—is now connected with Pacific Ocean by two all-weather roads, to-wit, U. S. 80 and U. S. 90 and others will be completed in time.

We will be glad to furnish mats for newspaper use of the map on the opposite side of this sheet so long as the supply lasts.

The Meridian Highway has been constructing and has neglected to advertise extensively. It wanted surfaced road first—it now almost has it.

Please say a good word for the Meridian—U. S. 81—and Boost the Pan American Highway.

Sincerely yours,

JOHN C. NICHOLSON, President.