

Northwest-Southeast Highway Gets Strong Support at Seattle

Newspaper Editorial Points Out Cogent Reasons Why Diagonal Route Should be Designated

The proposed Northwest-Southeast Superhighway, which is routed through the intermountain country by way of Moab, has found strong support from the Seattle Star, powerful newspaper of the northwest. In an editorial in its July 18 issue, entitled "Our Eyes Could Well be Looking South by East," the Star published the following arguments in favor of the superhighway which will cut diagonally across the United States:

Most highway systems in the United States have been planned along east-west and north-south lines. Overlooked generally is the fact that the axis of North America runs from southeast to northwest.

This latter fact is being emphasized by Dr. Frank O. Kreager, formerly a member of the faculty of the University of Louisiana, now a resident of Potos, Wash.

On a recent trip through the south, his old home country, Dr. Kreager started what might be termed a one-man crusade for a diagonal superhighway between the state of Washington and the Gulf of Mexico.

Such a highway would connect, in this state, with what Dr. Kreager looks forward to as "a real Alaska highway," from Prince George, B.C., norward to Fairbanks. Dr. Kreager mentions, in passing, that the Alean road, which groups in the interior of the United States and Canada are seeking to have established as a permanent highway, "is on the wrong side of the Rockies, unusable about eight months of the year because of snow and cold."

From Texas such a diagonal highway would connect with the highway system of Mexico, and thus would become a part of the main Pan-American highway, on which a motorist eventually might drive from Alaska to the Canal Zone, and beyond.

What Dr. Kreager started was a one-man crusade, but it is growing beyond that.

On his recent tour through the south, the Potos man carried his advocacy of the road as far as Gulfport, Miss., and accounts of an address there circulated throughout Dixie.

In this region the diagonal highway project has attracted the attention of Construction World and the personal interest of Miller Freeman, publisher of that and other trade papers and one of the moving spirits of the former state planning council.

With such interest aroused at both ends of the proposed United States routing, a one-man dream might well be on its way to being converted into reality. This is the course followed by most great projects—vision, project, development.

The highway, as proposed by Dr. Kreager, would run west of the Rockies to a crossing in New Mexico. It would be usable, not merely as a tourist highway, but for commercial transportation. Apples from the state of Washington could be trucked to the south, yams and early vegetables from the south would provide paying return loads.

But the highway would be a particularly desirable one for tourist traffic. The state of Washington has looked in two directions only for tourist business—to California and the Middle West. Millions of residents of the south and southwest are potential summer visitors. The state of Colorado has been the haven for Texans for many years but we have no doubt that Texans—and Coloradoans, too—might welcome an opportunity to see what Puget Sound and the Pacific Northwest have to offer summer visitors.

We believe Dr. Kreager has put his finger upon an important fact. The pattern of north-south and east-west routings, heretofore followed in national highway development, has elements of artificiality. It leaves vast areas in this country without direct connections with each other. The fact that the continental axis runs in a northwest-southeast line is particularly applicable when considering the problems of Alaska, which reaches much farther toward the west than toward the north.

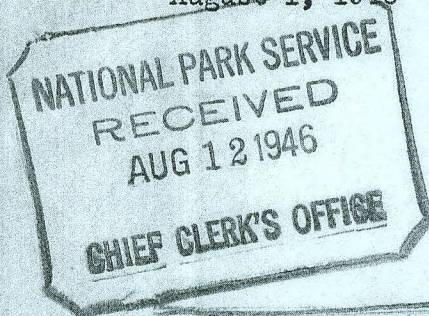
The needs of our people in general will be met when it is possible for them to travel between two important areas in a straight line. That is one reason why the real highway to Alaska must run, as directly as possible, from the regions of our country and Canada which have direct ties with Alaska. It would be unthinkable to require our people and those of British Columbia to travel eastward hundreds of miles to the other side of the

*Director
Seayer*



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Name	Date
<i>Hunt</i>	<i>8/12</i>
<i>Seayer</i>	<i>8/12</i>
<i>Seayer</i>	<i>8/14</i>

8/11/46