

c.7. State Department

~~1941~~ 1943 (June 21 - Dec. 29)

Box 8

State Dept. 1943  
C. F.  
State

DEPARTMENT OF STATE  
WASHINGTON

June 21. 1943

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x146  
x129

My dear Mr. President:

I have to refer to your memorandum note of June 11, 1943, transmitting a letter dated May 29, 1943, addressed to you by Mr. J. Van Ness Philip and enclosing a copy of his report of April 7, 1943, to Secretary Hull, regarding progress on the Inter-American Highway in Mexico.

x146-A

Mr. Philip's report contained valuable studies and data concerning the highway situation in Mexico at the end of last year. Additional data reported by the Embassy in Mexico City as of May 18, 1943, have given the Department an accurate and full picture of the Inter-American Highway in Mexico as it is today.

There now exists a good all weather road from Laredo, Texas, through Mexico City, and Puebla, to the town of Oaxaca, a total of about 1,100 miles, leaving, to the Guatemalan border, around 685 miles, of which 400-500 miles are not yet completed. Of this, there are certain sections which are passable at present in dry weather, but there are other stretches which will prove exceedingly difficult due to engineering problems in certain particularly difficult mountainous regions.

With particular respect to the proposed pioneer highway along the coast and bordering the Gulf of Tehuantepec, from a point near the town of Union Hidalgo via Arriaga to Tapachula and the Guatemalan border, Mexico has always been reluctant to construct pioneer highways. Also, she naturally wants to spend her money on a route such as the present one, which lies back in the hills, and which she feels to be more useful to her own economy. In this respect, recently, President Avila Camacho assured the residents of Tuxtla Gutierrez and the neighboring regions that he would see the road went through their section of the country.

It is

The President,

The White House.

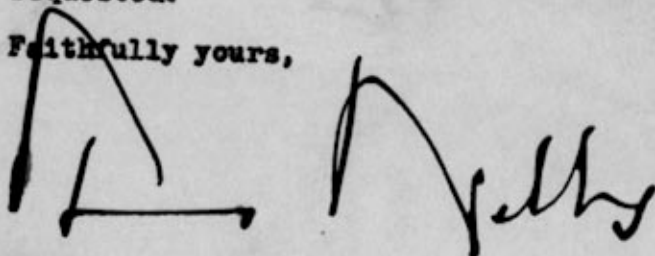
It is reported that the respective road authorities have under consideration a cut-off between Comitán, Mexico, and San Mateo Ixtatan, Guatemala, which will connect the southern Mexican with the Guatemalan road system by a primitive route.

Mexico, with limited funds, has really done very well with her road construction. She is naturally most desirous of opening up regions of economic importance to her, and many of these regions are not on the route of the Inter-American Highway. However, it should be pointed out that her road-construction efforts have been made almost entirely on her own, and the only funds she has obtained from us are \$30,000,000 through the Export-Import Bank upon which she has drawn \$10,000,000. It is estimated that for every dollar of this loan, Mexico has used three dollars of her own funds, and her efforts on the Highway are undoubtedly greater than commonly believed.

Ambassador Messersmith, who is constantly in close touch with the Mexican Government on the Inter-American Highway, has reported his belief that Mexico is desirous of continuing her construction program, and the Department has every confidence in the intention of the Mexican Government to complete the Inter-American Highway as far as the Guatemalan border in the shortest time practicable and as soon as her economic resources permit. Mexico has purchased by special arrangement with the War Production Board over a million dollars worth of road machinery, with the understanding it would be used to expedite the construction of strategic highways. All of this has not yet been delivered, but every effort is being made to arrange for the purchases the Mexicans desire to make.

I am enclosing a small and informal sketch of the southern section of the Inter-American Highway as of possible reference convenience, and I am returning Mr. Philip's report, as you requested.

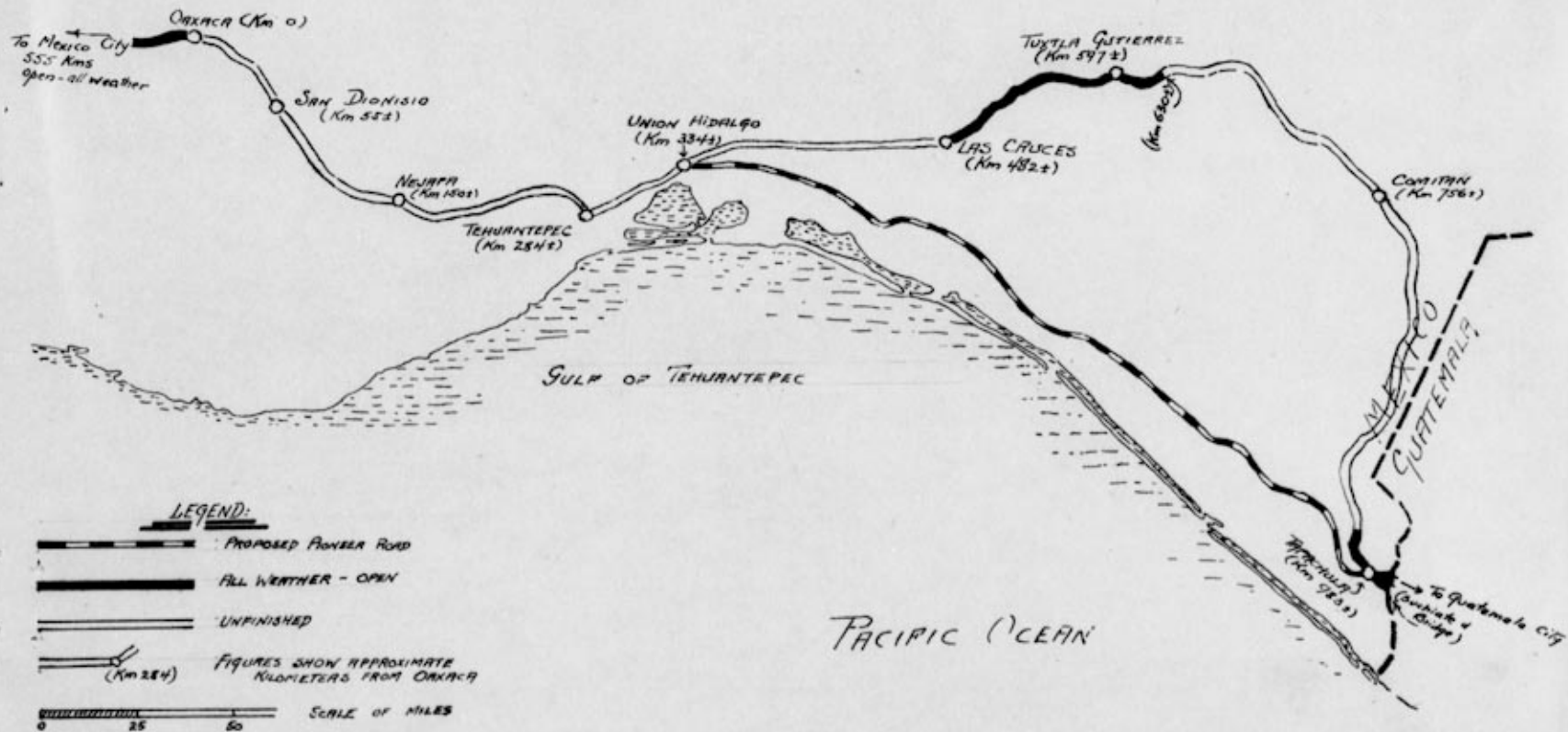
Faithfully yours,



Enclosures:  
As stated.

x 773

PROPOSED INTERAMERICAN HIGHWAY ROUTE, Oaxaca, Mexico, to Guatemalan border  
ROUGH SKETCH



Source: from PRR maps and data in Dept. of State.

JWC

(1211)  
*hu*

THE WHITE HOUSE  
WASHINGTON

June 11, 1943

MEMORANDUM FOR  
UNDER SECRETARY WELLES

x 20

What is being done about this?

Please return for my files.

F. D. R.

Enclosures

*x 320*  
*x 887667*

Letter from Hon. J. Van Ness Philip, 707 Hill Bldg.,  
Washington, D. C., 5/29/43, to the President,  
attaching Report to the Secretary of State On the  
Pan American Highway and Other Roads in Mexico  
by J. Van Ness Philip, Division of the American  
Republics, Department of State, 4/7/43.

707 Hill Building,  
Washington, D.C.

ADDRESS OFFICIAL COMMUNICATIONS TO  
THE SECRETARY OF STATE  
WASHINGTON, D. C.



DEPARTMENT OF STATE  
WASHINGTON

May 29th 1943

My dear Franklin;

I am enclosing herewith a copy of the report I made to the Secretary of State on Mexican roads in general and the Pan American Highway in particular.

This report is compiled from data I obtained during the past Winter in Mexico.

I trust sometime you may have the chance of glancing at it as it contains some matter regarding the pioneer road along the coast which we talked about when last I saw you. There is also a map of this possible shortened route.

Believe me  
As ever yours,

*J. Van Ness Philip*  
J. Van Ness Philip

The President,  
White House.

FOR DEFENSE



BUY  
UNITED  
STATES  
SAVINGS  
BONDS  
AND STAMPS

**CONFIDENTIAL**

To The President

From J. Van Ness Philip

488128 U. S. GOVERNMENT PRINTING OFFICE

REPORT  
TO THE  
SECRETARY OF STATE

On the Pan American Highway and Other  
Roads in Mexico

J. VAN NESS PHILIP  
Division of the American Republics  
DEPARTMENT OF STATE  
April 7, 1943

~~CONFIDENTIAL~~

DECLASSIFIED  
State Dept. Letter, 1-11-72  
By J. Schauble Date FEB 8 1972



~~CONFIDENTIAL~~

- i -

TABLE OF CONTENTS

DECLASSIFIED  
State Dept Letter, 1-11-82  
By J. Schanble Date FEB 8 1972

	Page
Letter to Secretary of State . . . . .	1
List of Main Highways . . . . .	6
Addenda of Main Highways . . . . .	7
A. Pan American Highway . . . . . Laredo to Tapachula.	7
B. West Coast Highway . . . . . Nogales to Mexico City.	13
C. North South Highway, No. I . . . . . Ciudad Juarez to Mexico City.	16
D. North South Highway, No. II . . . . . Piedras Negras (Eagle Pass) to Saltillo.	19
E. East West Highway . . . . . Matamoros to Mazatlan.	20
F. North Cross Country Highway . . . . . Tampico to Manzanillo.	22
G. South Cross Country Highway . . . . . Vera Cruz to Acapulco, Route I and II.	26
List of Roads, Offshoots of Highways and Separate Roads . . . . .	28
Addenda of Highway Offshoots and Separate Roads . . . . .	37
Pan American Highway Offshoots . . . . .	37
West Coast Highway Offshoots . . . . .	43
North South Highway No. I, Offshoots . . . . .	49
North South Highway No. II, Offshoots . . . . .	52
East West Highway Offshoots . . . . .	52
Cross Country Highway, North, Offshoots . . . . .	54

	Page
Cross Country Highway, South, Offshoots . . . . .	55
Lower California Roads . . . . .	58
Campeche, Yucatán and Quintana Roo Roads . . . . .	60
Appendix. Details of Coastal Route, Tehuantepec to Tapachula . . . . .	62
Map showing Coastal Route . . . . .	66
Budget for 1943 Roads . . . . .	67
Map of Roads D.N.C. 1942 . . . . .	71
Map giving Road Numbers, 1942 . . . . .	72

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#### Abbreviation of States

Aguas Calientes . . . . .	Ags.
Campeche . . . . .	Camp.
Chihuahua . . . . .	Chih.
Chiapas . . . . .	Chis.
Coahuila . . . . .	Coah.
Colima . . . . .	Col.
Distrito Federal . . . . .	D. F.
Durango . . . . .	Dgo.
Guerrero . . . . .	Gro.
Guanajuato . . . . .	Gto.
Hidalgo . . . . .	Hgo.
Jalisco . . . . .	Jal.
Lower California . . . . .	L. C.
Mexico . . . . .	Mex.
Michoacán . . . . .	Mich.
Morelos . . . . .	Mor.
Nayarit . . . . .	Nay.
Nuevo León . . . . .	N. L.

Oaxaca .....	Oax.
Puebla .....	Pue.
Quintana Roo .....	Q. Roo
Queretaro .....	Quo.
San Luis Potosí .....	S. L. P.
Sinaloa .....	Sin.
Sonora .....	Son.
Tabasco .....	Tab.
Tamaulipas .....	Tamps.
Tlaxcala .....	Tlax.
Vera Cruz .....	Ver.
Yucatan .....	Yuc.
Zacatecas .....	Zac.

Summary Road Mileage 1943

	<u>Passable All Year</u>	<u>Not Passable All Year</u>
Main Highway	7,694 km; 4809 Miles	3,737 km; 2336 Miles
Offshoots and Separate Roads	3,443 km; 2152 Miles	6,780 km; 4237 Miles
<b>Total</b>	<b>11,137 km; 6961 Miles</b>	<b>10,517 km; 6573 Miles</b>

(Total Road Program 21,654 km. -- 13,534 Miles)

April 7, 1943

My dear Mr. Secretary,

I have the honor of sending you the report on the highways in Mexico made in accordance with your letter to me of October 30, 1942, instructing me to proceed to Mexico for the purpose of consultation and surveys in regard to the Pan American Highway and other highways.

I went to Mexico on November 8, and on arrival reported at once to the Ambassador for instructions.

The Ambassador directed me to limit my work to one of a general survey, and strictly forbid me to contact any of the Mexican Government officials, contractors, or suppliers of machinery.

All the data which I needed for the road survey, he said I must obtain through the junior economic analyst, Mr. Norman E. Frees.

Although this indirect method of procedure caused a great deal of delay and waste of time, as Mr. Frees had other important duties at the Embassy to perform, what information I did obtain from him was authentic and direct from the Department of Highways, and was followed up by me in personal survey.

I travelled many thousands of kilometers, by car where possible, and in the naval plane with Commander Andrew Crinkly, accompanied by Mr. Frees, over certain sections impossible to cover by motor.

The Honorable  
Secretary of State  
Washington

- 2 -

Work on the Pan American Highway, from Oaxaca south to the Guatemalan border, is practically at a standstill.

From Mexico City to Oaxaca, the Road will be opened May 1st, 1943, but the long stretch (1.042 km.) south of Oaxaca connecting with the Pioneer road in Central America remains impassable.

Information received at our Embassy was to the effect that no representations had been made to the Mexican Government that the United States wishes the Road completed at as early a date as possible in order to connect with the Pioneer road now building through Central America.

The Mexican Government, in consequence, seems to show little interest in pushing the Pan American Highway to completion, and we were informed that they did not plan to complete it under four or five years.

A significant instance of this apparent lack of interest by Mexico in opening a through highway to Guatemala, appears in the figures of the 1943 budget just received from the Mexican Department of Comunicaciones. It shows that Mexico plans to spend, in 1943, Federal and State, 110,455,366 pesos on roads, of which only 9,677,566 pesos, or 1/11-1/2 are allocated to completion of the impassable gap in the Highway south of Oaxaca to Las Cruces.

Moreover, this sum of 9,677,566 pesos is for building a road, in that section of the Pan American Highway, paralleling an already existing good, usable road, as shown below.

In contrast to this 9,677,566 pesos for the Pan American Highway important missing link, is the sum of 11,300,000 pesos, allocated to building roads to and near Nautla, largely to open up a seaside resort and real estate development.

- 2a -

A survey of material and machinery shows a supply in Mexico ample for the Pan American Highway work, if part of it could be diverted from work on non-strategic roads.

A large amount of machinery was found idle for lack of repair parts.

On one project, out of 16 tractors only 2 were working full time.

Release of repair parts to Mexico seems of greater importance just now than new machinery. Old machinery should be set in order before new is given.

Mexico is building a large number of roads of economic or land development, but of no strategic value. Thousands of men and much machinery are involved in these undertakings. It is reported by the Direccion Nacional de Caminos that they have 36,972 men employed on road work. Of these about 30,000 are on construction and 7,000 on upkeep.

I noted many gangs servicing the completed roads, showing an intent on the part of the Mexican Government to keep the existing roads in good condition.

As is well known, Mexican roads are almost all scenic highways and marvels of engineering, showing fine ability in overcoming difficulties of grade.

For the earlier completion of the Pan American Highway Mexican link, there seem to be a few essential things, namely:

1) A definite representation by our Embassy to the Mexican Government that an early completion is desired.

The reason for this lack of promotion on their part was given to me by the Embassy as their belief that the Pan American Highway has no strategic value—the Railroad being able to carry all traffic and communications to Central America. This does not seem the case, to me. In spite of the temporary improvements to the Railroad, it will remain in a hazardous condition and can easily be put out of running order by saboteurs. The Highway is needed to supplement the Railroad in an emergency, and would always be available as, unlike the railroad, it can detour in case of injury to a part.

2) Diversion of a portion of the men and machinery now working on non-strategic roads to work on the Pan American Highway would hasten its completion.

3) The use of the Irrigation Road, south of Caxaca, running from San Dionisio to Najapa, a distance of 90 kilometres, as a link in the Highway, would facilitate completion.

This irrigation road was built in 1939-1940 and is a good, gravel road, with stone base; good width and fair grades.

At the time of construction, it was approved by the Dirección Nacional de Caminos as capable of forming a link in the Pan American Highway. At present, the Dirección Nacional de Caminos, plans not to use this irrigation road but to build a new road paralleling it for the Pan American Highway. Time and money could be saved by use of this irrigation road and by building a new stretch where it ends, thus linking it to Tehuantepec—a distance about the same as that planned for the parallel link. By going to Tehuantepec, a strategic road-head would be obtained connecting with the important new airfield at Ixtepec, the Port of Salina Cruz and the railroad to Succhiate.

4) Use of the coastal plain to build an emergency road from Tehuantepec to Tapachula, instead of the proposed Pan American Highway link planned for this section, would hasten the completion of a through route to Central America.

The regular projected Pan American Highway link from Tehuantepec to Tapachula via Tuxtla Gutierrez, lies largely in rough, mountainous country involving lengthy and expensive engineering operations.

A road paralleling the railroad on the coastal plain here, could be built in half the time and at a third or a fourth of the cost, and would hasten the completion of the through route to Central America.

Details, with figures and engineering estimates of this proposed coastal route, are appended in separate memorandum.

I am attaching to this letter, the following:

- 1) List of main highways;
- 2) Addenda of main highways describing each section in detail;
- 3) List of off-shoots of main highways and separate roads;
- 4) Addenda of off-shoots of main highways and separate roads giving details of same;
- 5) Map showing highways in Mexico;
- 6) Map showing the number of each highway;
- 7) 1943 Budget of Mexican Highway Department;
- 8) Appendix - Details of proposed Coastal Route of Pan American Highway, Tehuantepec-Tapachula, and map of Coastal Route and Irrigation Road.

Respectfully submitted,

J. Van Ness Philip

Enclosures.

JVPhilip:elg



MAIN HIGHWAYSINMEXICO

	<u>Road Numbers</u>	<u>Distance</u>	<u>Page</u>
<u>A.</u> Pan American Highway - Laredo - Tapachula	1 and 21	2873 km.	7
<u>B.</u> West Coast Highway - Nogales - Guadalajara - Mexico City	301 and 4	Approximately 2469 km.	13
<u>C.</u> North South Highway No. I. Ciudad Juárez - El Paso - Chihuahua - Durango - Querétaro - Mexico City	159 and 118	1940 km.	16
<u>D.</u> North South Highway No. II. Pedras Negras - Eagle Pass - Saltillo	211	444 km.	19
<u>E.</u> East West Highway Matamoros - Monterey - Durango - Mazatlan	230	1397 km.	20
<u>F.</u> North Cross Country High- way - Tampico - San Luis Potosí - Guadalajara - Manzanillo	170	1200 km.	22
<u>G.</u> South Cross Country Highway Vera Cruz - Mexico City - Acapulco	.	900 km.	26
1) Route Vera Cruz via Jalapa - Mexico City	2		
2) Route Vera Cruz via Córdoba - Mexico City	2-A		

See Addenda attached A,B,C,D,E,F,G.

Budget figures given in this report include construction and engineering expenses.

## ADDENDUM A

Pan American Highway - Road No. 1  
Laredo - Tapachula 2,873 km.

Laredo to Mexico City, 1,226 km., paved. This road is generally in fine condition and is being kept up and improved by road gangs, aggregating 3,000 men. The work consists of resurfacing where needed, improvement of shoulders, re-vetting sides in places with stone, building turn-out and observation locations, also reducing some curves. It is said there are 3,400 sharp curves through the mountainous region between Valles and Pachuca road. The entrance to Mexico City is improved by a two-way road with landscaped parking between the traffic lanes.

Mexico City to Cuautla, 103 km. In fine condition, repair gangs working on upkeep. This is the route of the Pan American Highway proper, but the alternate route via Puebla is being used, though almost 100 km. longer. Beyond Cuautla the route to Matamoros has been improved only for a few km. beyond the sulphur baths. Work on this section has stopped. It is reported there is a fair road to Juanajacatlan, 40 to 50 km. south of Cuautla, towards Matamoros.

Alternate Route - Mexico City to Puebla, this route is being used exclusively. 132 km., paved, in first class condition, number of men working on shoulders and general upkeep reducing one more curve through the mountains, several being already reduced. Noted 100 men working.

Road No.

21A

83 Puebla to Matamoros, 68 km. Very rough in places but hard base. Work is going on resurfacing the entire road. 312 men working. A Federal-State project. 1943 Federal Budget 600,000 Pesos. State contributes same amount for this road and Roads: 1) Cuyaco - Azcatlán and 2) Tepeaca - Tecali.

Matamoros to Huajuapán, 153 km. 89 km. asphalt and balance gravel surface. Passable. 249 men working. To be completed by May 1st. Federal project. In this section between Acatlan and Zapotitlan one large bridge out over the Río del Oro, to be completed about May 1, 1943. Contractor - Cia de Construcciones.

Hujuapán to Teposcolula, 67 km. Earth works completed and should be entirely gravel surfaced by April 1 and passable. One medium sized bridge out near north side Tamatulapan which should be completed by May 1943. Culverts in place, 497 men working. Federal project. Contractor - Cia de Construcciones. 1943 Budget 2,070,000 Pesos.

Teposcolula to Siete Cabrillos, 66.7 km. 33 km. gravel surfaced. Passable in rainy season for 55 km. 1,067 men working. Federal project. Contractor - Cia Constructora Mexico S. A. Should be completed by April 1, 1943. Already turned over to the Government by the contractor. 1943 Budget 1,715,000 Pesos.

Siete Cabrillos - Nuxiño, 11.8 km. Culverts over 3 km. in place. Earth works over 9 km. Passable for 5 km. 589 men working pick and shovel. Should be finished by May 1, 1943, but as the region is mountainous will probably take longer. Can be by-passed by old road to Oaxaca. Contractor - General Jarero, Cia Constructora del Occidente, S. A. 1943 Budget 412,500 Pesos.

- 3 -

Nuxiffo to 7 km. south of Huitzo, 39 km. Earth work completed to km. 32, 6 km. gravel surface. Passable all weather for 29 km., to be finished by April 1, 1943. 1,183 men working. Federal project. Contractor - General Perez Trevino, Cia. Vias Terrestres. Budget 1943, 1,265,000 Pesos.

7 km. South Huitzo to 55 km. South of Oaxaca, 82 km. The Highway passes around the city of Oaxaca, passing through the Eastern side. Work progressing on both the entrance and exit of the city. Earth works completed over 62 km. Passable for 79 km. Many bridges and culverts out but masonry work in place on many of them and work on them progressing. Old road usable for detour purposes. 741 men working. Federal project. Contractor - Everardo Topete, Cia Constructora El Aguila, S.A.

From 55 km. South Oaxaca to Nejapa, 96 km. No construction on this section that will be used for the Pan American Highway. A road paralleling this section built to an irrigation project at Nejapa and which when built was considered approved by the Dirección de Caminos as eventually forming a part of the Pan American Highway, is in good condition and could be utilized. The surface is good on the stone base, grades not exceeding 6 per cent. It also follows the river bed which at times is said to flood. It would seem this irrigation road should now be used as part of the Highway and this projected section built from Nejapa toward, or into, Tehuantepec where a strategic road

head would exist, connection with the airport of Ixtepec, the port of Salina Cruz and the railroad to Suchiate. Federal project. 1943 Budget, 9,677,566 Pesos from Point 55 km. south of Oaxaca to Km. 136.

Nejapa to Tehuantepec, 138 km. No construction going on. In 1941 earth works were completed for 37 km., but bridges and culverts built for 15 km. on north of Tehuantepec.

a. From Nejapa to Tequisistlán, approximately 82 km. This is a mass of rugged mountains. No sign of any road.

b. From Tequisistlán to Tehuantepec, approximately 60 km. The country is flat. A road built in 1941 running West from Tehuantepec has earth works for 37 km., but passable only for 15 km. as culverts have not been constructed beyond that point. There is known an old road between these places, i.e. Tequisistlán and Tehuantepec on which buses were seen running.

Tehuantepec to Las Cruces, about 216 km. Nothing done in this section.

a. Tehuantepec to Juchitán, about 25 km. Some earthworks exist, an old road evident on which cars were running when we went over it. The country is flat.

b. Juchitán to Miltepec, about 63 km. Old road visible from the air and seemed passable, terrain flat.

c. Miltepec to Zanatepec, about 30 km. Old road could be followed. There seemed known to be many roads close together or leading off in a different direction as if each vehicle picked its own path.

- 5 -

d. At the Chiapas State Line near IA Jinete to Las Cruces. about 38 km., the Pan American Highway route seems to go through a natural cut in the mountains following a river valley a short way where a cut through a mountainous country would be needed. The mountains in this región are scarified without vegetation and seemed to be composed of a reddish sandstone.

It would be possible to follow a dirt road from Zanatepec south along the railroad to Arriaga, approximately 80 km., which is on a coastal plain and on the railroad line is the terminus of a recently improved gravel road to Las Cruces. Heavy traffic was seen on this gravel road.

Las Cruces to Tuxtla - Gutierrez - Escopetaza, 134 km. Paved for 116 km. and earth works over remaining section. Graveling and surfacing under way. 313 men working. One bridge out near Juarez, being re-built, good detour. Federal project. Entirely passable.

Escopetaza to Las Casas (San Cristobal), 51.7 km. Earth works and culverts completed over 30 km. Old road seemingly passable and continuing into Las Casas. Only 27.5 km. passable in rainy season. Constructora Latino Americano Contractor. 503 men working. Should be finished by May 1, 1943. Federal project. Budget 1943 - 900,000 Pesos.

Las Casas to Comitán, 98 km. Earth works for 8 km. completed. Route determined over 40 km. only. In flying over this section no tracing of a road of any kind could be seen. Federal project, no work being done.

Comitán to Tapachula, about 175 km. Earth works completed North of Tapachula 17 km., and for 5 km. in vicinity of town of Las Ganas. Passable only for 14 km. north of Tapachula, bridges and culverts out after this point. 369 men working. Cia de Construcciones doing the work. 1943 Budget Boquerón - Tapachula - 1,800,000 Pesos.

Tapachula to Talisman Bridge, a fine arched cement structure. On the Mexican side of the river there are some excellent buildings, a custom house, stores or dwellings around a paved plaza. On the Guatemalan side there are only a few Nepa shacks. Distance approximately 18 km. Good road has been finished. Federal project.

Tapachula to Puerto Madero, on Pacific Ocean 28 km. Gravel surfaced entire length. Federal project.

Tapachula to Suchiate, railroad bridge approximately 16 km. Dirt road only. The bridge is a temporary wooden structure built on piles with standard gauge track only crossing it. It would seem to be very vulnerable to the action of flood periods of the river.

## ADDENDUM B

## West Coast Highway

NOGALES TO MEXICO CITY VIA GUADAJAJARA  
Road Nos. 301 and 4, approximately 2,469 km.

(It is possible in the dry season to traverse this route, but it is a very hazardous trip.)

1943 Federal Budget - 9,000,000 Pesos.

Nogales to Hermosillo, approximately 280 km. There is apparently 40 kilometers of improved gravel surfacing and the remainder is a rough road over natural rock and gravel surface with very few improvements such as culverts, etc. 22 \*DNC men are working on this federal project. Passable the entire year. Road budget for 1943 provides for resurfacing and improving this entire section.

\*DNC - Dirección Nacional de Caminos.

Hermosillo to Guaymas. The road is 134 km. long and is entirely gravel surfaced. The entire road is passable the year round. No work is presently going on, although there are 52 DNC men doing maintenance and improvement work. Federal project. Budget for 1943 provides for resurfacing and improving this section. 1943 Budget - 3,250,000 Pesos Nogales-Guaymas.

Guaymas to Navojoa. This section of 200 km. has earth works over 14 km. The route of the proposed road has been determined over but 63 km. The road is apparently not passable at all, although there is an old road which may be utilized in the dry season. Federal project. No appropriation for 1943.

Navojoa to Mesquite, approximately 100 km. No work has apparently been done nor has the route of the road been determined. No appropriation for 1943. Not passable.



Mesquite to Culiacán. The route has been determined over 46 of the 321 km. in this stretch. In 1941 earth works were completed for a distance of 25 km. north of Culiacán, of which 9 were given a provisional gravel surfacing. 30 DNC men were employed on this section for conservation purposes. Federal project. Not passable. No appropriation 1943 budget.

Culiacán to Mazatlán. The route has been determined for 89 of the 240 km. between the two cities. In 1941 some work was done north of Mazatlán and running south from Culiacán, but the total is but 31 km., of which 13 have a gravel surface. 53 DNC and 180 men of the private contractor are employed. The latter seems somewhat mysterious, as there is no present contract. Federal project. Not passable. No appropriation for 1943.

Mazatlán to Tuxpán. The route of the road has been determined over 111 km. out of the 257 in this section. Cia. Impulsora Nacional has completed earth works to a point 34 km. south of Mazatlán, of which 13 are gravel surfaced. Only 10 km. south of Mazatlán are passable during the entire year. There are 82 DNC men and 158 of the private contractor in this area. Federal project. No appropriation for 1943. Not passable in rainy season. The contract of present contractor working south of Mazatlán will be cancelled out and no further work in this section will be done this year.

Tuxpán to Ixtlán. The route has been fixed over 90 of the 164 km. in this section. To date earth works have been completed from Ixtlán to Tepic, a distance of 88 km., of which

80 have a provisional rock or gravel surface. There are 960 men working for the Contractor, Miguel Ochoa Lopez, in the area. Federal project. The 1943 plan is to complete a gravel surface road from Tepic, about 75 km. south of Tuxpan, to Tuxpan, at present not passable in rainy season.

Extlán to Tequila. This section of 84 km. has earth works completed over 72 km., of which 53 have a provisional rock or gravel surfacing. The 53 km. of rock or gravel surfacing are passable during the entire year. DNC has 28 men working and Cia. Constructora (Yglesias) has 359 men on this federal project. 1943 Budget provides for finishing a gravel surface over this section. Passable in dry season, but dangerous. If travelling at night a local guide should be taken along. The detours are hard to find. At Plan de Banancas 37 km. from Tequila it is necessary to take in a distance of some km. the old Spanish road with grades of over 30 percent and hairpin turns. Leaving this road for the route of the highway, is an extremely hazardous stretch on a narrow ridge a little wider than the car with a 20-30 foot rock cut on one side and a precipice in the vertical sides on the other must be crossed. 1943 Budget 5,750,000 Pesos.

Tequila to Guadalajara, 63 km. Good surfaced road, paved with asphalt.

Guadalajara to Mexico City, 625 km. Asphalt surfaced. Road in good condition, resurfacing going on near Toluca. Number of road gangs improving and keeping road in condition. 2,117 men working on upkeep and improvement on Mexico City - Guadalajara - Tequila portion of this road.

## ADDENDUM C

## North South Highway No. 1

CIUDAD JUAREZ-MEXICO CITY (El Paso)

Road Nos. 159 and 118

2,010 kilometers, not passable except as indicated

Budget 1943 - 9,225,300 Pesos

Ciudad Juárez (El Paso) to Chihuahua. This road, a distance of 374 km., has been completed for a number of years, but lacks an asphalt surface over a 20 km. stretch. At the present time, this short stretch is being surfaced with asphalt and should be completed in about two months, i.e. May 1, 1943. The Maintenance Section of DNC has 439 men working on this section to keep it in repair. Built by the Federal Government and maintained between state and Federal government.

Chihuahua to Parral. Apparently no work is being done or has been done on this section of the Juarez-Mexico City Highway. Approximately 191 km.

Parral to Santa Barbara. This section, which has a distance of 38 km., has had earth works completed over only 10 km. There are 420 men working on this project, all belonging to a private contractor. This is a federal-state cooperation project. 1943 Fed. Budget 1,272,500 Pesos. State contributes same amount, for this road and other roads in state of Chihuahua.

Chihuahua to Villa Ocampo. The route of the road in this section has been determined over 100 of the 270 km. To date earth works have been completed for only 19 km. and culverts are in place over but 4 km. No work is presently being done on this section and it does not appear that any of the road is passable at the present time. Federal project. Parral and Santa Barbara on this section.

- 2 -

Villa Ocampo to Durango. This section of 365 km. has earth works completed over 115 km. north of Durango, of which 107 are gravel surfaced. It is not possible to pass any further along this road than to km. 107 from Durango. This section is being worked by 50 DNC men and 144 of the private contractor. Federal project.

Durango to Fresnillo. Nothing has been done on this section of over 250 km. Federal project. 1943 Budget 3,000,000 Pesos, all for construction.

Fresnillo to Zacatecas. This road is a federal-state cooperation project of 60 km. in length. It presently is paved over 45 km. and has all weather gravel surfacing for the remaining 15 km. Paving operations by the contractor are still going forward and he has 106 men working.

Zacatecas to Aguascalientes. Approximately 130 km. This section of the Juárez-Mexico City Highway is also under federal-state cooperation.

a. Zacatecas to Adame. This section is being built under federal-state cooperation and is over a distance of 75 km., of which 54 have been completed as far as earth works are concerned. Of the latter figure, 42 have received gravel surfacing. The road is passable only for a section of 62 km. On this section there are 244 men working for the private contractor. Federal.

b. Adame to Aguascalientes to Lagos. This section of 149 km. is being built by Cia. de Construcciones. To date earth works have been completed over 29 km. north of Lagos, of which 17 have

been gravel surfaced. The road is passable only to the extent of 17 km. There are 28 employees of DNC and 439 belonging to the contractor. Federal. 1943 Budget, 5,298,000 Pesos.

Iagos to Querétaro. This section of 185 km. has earth works over the entire area, but a number of bridges and culverts have not been put in place. 82 km. have been paved. The remainder is of a reinforced dirt surfacing. The road is passable throughout the entire year. There are 39 DNC men and 137 of the private contractor. Federal. 1943 Budget 927,900 Pesos - Calaya to Querétaro 55 km. - construction only.

Querétaro to Exmiquilpán, 125 km. Federal project. Good passable all-year road being asphalted throughout. Certain bridges are out, but have good detours or old bridges in use to by-pass.

Exmiquilpán to Mexico City, 157 km. Excellent road, asphalt, for data see Appendix A. Projected route, Querétaro-Mexico via San Juan del Rio - Teoloyucán, not completed. Impassable.

## ADDENDUM D

Piedras Negras (Eagle Pass) - Saltillo

North-South Highway No. 2, Road No. 211.

This road, which is to be 444 kilometers in length, has earth works completed over 421 kilometers, of which 113 kilometers are asphalt surfaced and 228 additional kilometers are gravel surfaced. In the dry season it is possible to go through all the way from Piedras Negras to Saltillo, but at the present time only 326 kilometers are passable in the rainy season. Work is being done on this road at the present time by both private contractors and the DNC. Private contractors have 2,056 men and DCN has 486. This is a federal-state cooperation project. It joins the East-West Highway at Saltillo, a distance of about 86 KM. from Monterrey on No. 1.

1943 Federal Budget, 1,000,000 Pesos.

State contributes same amount. For this highway and vicinity, and Road No. 12, Matamoros Viesca - La Cuchilla.

## ADDENDUM E

East-West Highway, Road No. 230

Matamoros - Mazatlán, 1361 kilometers approximately.

Matamoros - Reynosa, 115 kilometers.

This section has earth works completed over entire distance of which 91 kilometers have asphalt surface and balance gravel surfaced. Passable all year. 83 men working. It is a State-Federal project.

Reynosa - Monterrey, 225 kilometers.

For a total distance of 225 kilometers, the road has been entirely finished with an asphalt surfacing and is in good condition.

Monterrey - Torreón

The distance of 337 kilometers is in good shape and completely asphalt surfaced. The maintenance section of DNC has 245 men working to keep this section in operating condition.

Torreón - Durango

This is a total distance of 265 kilometers. The projected path for the road bed has been determined over only 185 kilometers. Earth works have been completed over 112 kilometers and culverts and small bridges over only 45 kilometers. 34 kilometers have been gravel surfaced. There is an old road through this section which is passable during the dry season. However, only 95 kilometers can be considered passable throughout the entire year.

- 2 -

There are 159 men working on this project, all belonging to the contractor, with the exception of 9 DNC men.

1943 Federal Budget, Lardo to Durango, 630,000 Pesos.

State contributes same.

Durango - Mazatlán, 325 kilometers approximately.

Only small section of this route determined. Federal project. No allotment in Federal Budget for this route for 1943 except for a survey by air to find the best route to cross the Sierra Madres Mountains. In December 1942, the Communication Department stated some 866 men were working on a section of this road, presumably near Durango. As no funds for this project carried in 1943 Budget, this work has probably stopped. The route as tentatively laid out passes Ticolote, Potrero and joins the West Coast Highway at Coyotitlán and thence to Mazatlán. 1943 Federal Budget, 300,000 Pesos for survey.



## ADDENDUM F

North Cross Country Highway,  
Road No. 170

Tampico - San Luis Potosí - Manzanillo, 1200 kilometers

Tampico - Antigua Morelos, 185 Km. (On Pan American Highway), near Mante.

Paved all the way but poor surface and uneven. General conditions not first class. Bridge over Rio Guayajelo not finished and no work for past 8 months on it. Crossed on ferry operated by an oil motor. Road gangs with machinery on road resurfacing in places and making repairs.

Antigua Morelos - San Luis Potosí, 331 Kilometers

Road mostly paved and in general good condition. Frequent road gangs with appropriate machinery taking care of upkeep and making general improvements as drainages, edges and setting up road markers on edge of road. Crossed Los Gatos river, 25 kilometers from A. Morelos, on narrow low log bridge. Permanent bridge being built by Federal Government. Could get no information from foreman as to when the bridge would be finished but work seemed to be progressing. At 39 kilometers from A. Morelos crossed Salto river in ferry operated by hand. The bridge over this river is to be completed during 1943. Passed much old and dilapidated machinery near this bridge. Detours around the two above bridge cites now passable but very narrow in places.

Federal Budget, 260,000 Pesos. (State contributes same), for section Nuevo Morelos-El Naranje.

San Luis Potosí - Ojuelos, 87 kilometers.

Fine smooth road, asphalt finish.

Ojuelos - Guadalajara, 287 kilometers.

Earth works completed. 79 kilometers asphalt finish and 177 kilometers gravel surface. Passable the entire distance all the year. One large bridge about completed, a good detour exists around the bridge cite. 700 men working. A federal-state project.

Guadalajara - Manzanillo.

Via Aytlan and Barra de Navidad. Impassible.

Guadalajara - Barra de Navidad, 299 kilometers.

Only section of this Cross Country Highway under Federal and State control -- the remainder a Federal project entirely. Route fixed over 202 kilometers from Guadalajara end. Earth works and loose gravel for 161 kilometers. Culverts and small bridges up for 136 kilometers. Passable all season for 201 kilometers, but inadvisable to try to go through to Barra de Navidad at present. 255 men working on upkeep and some construction. Work expected to start up in 1943.

1943 Federal Budget, 1,500,000 Pesos. State contributes same amount.

Barra de Navidad - Manzanillo, about 80 kilometers.

No work on this section in the present or past. Plans exist for this work to begin some years hence. There is an old road between these points but of very doubtful condition.

Guadalajara - Manzanillo via Jiquilpán. Approximately 400 kilometers. (Guadalajara - Jiquilpán, 160 km.)

Jiquilpán - Colina, 225 kilometers.

Earth works for 68 kilometers, of which 52 kilometers have provisional gravel surface. Passable all weather for 52 kilometers, balance impassable. 457 men working. Federal project. 1943 Federal Budget, 1,700,000 Pesos.

Golina - Manzanillo, 102 kilometers.

No work of any kind on this section at the present time. Route fixed for 94 kilometers. Earth works completed for 63 kilometers, of which 47 kilometers have been gravel surfaced. Old road usable in dry season only between the two above places. Only 50 kilometers passable all weather.

Federal Budget, 600,000 pesos, for section Colina-Manzanillo-Sihuatlán. State contributes same amount.

## ADDENDUM G

South Cross Country Road, Nos. 2 and 3

VERA CRUZ, MEXICO CITY, ACAPULCO, 900 Kilometers

## Route I

Mexico City to Vera Cruz, via Jalapa. 452 km. Road paved and in fair condition, rather rough just out of Puebla. 100 men or more resurfacing and oiling. At other places road base showing through. Nearing Vera Cruz, repair and resurfacing needed. Repair material on side of road, repairing evidently about to be done. 200 men working on upkeep.

Mexico City to Acapulco, Road No. 3, 459 km. Road paved in good condition, as far as Chilpancingo; from there to Acapulco, a distance of 100 km., road needs rebuilding. It is said to consist of a top surface of an inch or so in thickness on an entirely inadequate base. 990 men working on repairs and upkeep, grades said not to exceed 6 per cent, though they seemed steeper than this in places.

## Route II

Mexico City, via Córdoba to Vera Cruz. About same distance as Route I. Road in fine condition to 30 km. beyond Córdoba.

Córdoba to Vera Cruz, 184 km. Earth works and culverts over 139 km. completed, of which 85 km. paved and additional 34 km. gravel surfaced. Only 45 km. of earth works remain before Vera Cruz is connected. 250 men working and expect to complete road to Vera Cruz by April 1, 1943. In the section of this road between Mexico City and Tehuacan, 636 men are working on upkeep and improvement.

1943 Federal Budget, I, 250,000 pesos. State contributes same amount, for these roads in Vera Cruz.

- 1) Acultzingo - Córdoba - Vera Cruz, on Cross Country Highway, South.
- 2) Tolotepec - Jalapa - Vera Cruz, on Cross Country Highway, South.
- 3) Coatepec - Teocelo, Offshoot of Cross Country Highway, South.
- 4) Perota - Altotonga, Offshoot of Cross Country Highway, South.
- 5) Tamarindo - Chachalacas, Offshoot of Cross Country Highway, South.
- 6) Coatzacoalcos - Minatitlan - Ocozotepec, Offshoot of Cross Country Highway, South.

LIST OF ROADS, OFFSHOOTS OF MAIN  
HIGHWAYS, and SEPARATE ROADS

(Arranged according to States. Roads are  
numbered on list and these list numbers  
appear before their respective addenda.)  
For main or through highway see page 6.

	<u>Road Map Nos.</u>	<u>Distance (In km)</u>	<u>State</u>	<u>Page</u>
1) Aguascalientes - Jalpa Offshoot of North South Highway I.	168	102	Ags.& Zac.	49
2) Aguascalientes - Ojuelos Offshoot of North South Highway No. I and of West Coast Highway	168	93	Ags.& Zac.	50
3) Campeche - Los Chenes Vicinity of Yucatán	150	105	Camp.	61
4) Campeche - Champoton Vicinity of Yucatán	60	60	Camp	61
5) Chihuahua - Mermosillo Offshoot of North South Highway No. I and of West Coast Highway	260	418	Chih. & Son.	49
6) Gral Trias - Gran Moral Cuahutemoc Offshoot of North South Highway No. I	260	63	Chih.	
7) Chiapas - Ixtapa - Pichucalco Federal and State Off- shoot of P. A. Highway	193	193	Chis.	42
8) Teapa - Villa Hermosa Offshoot of P. A. High- way	19	58	Chis. & Tab.	42
9) Las Cruces - Arriaga Offshoot of P. A. High- way	21 & 24	49	Chis.	42

	<u>Road Map</u>	<u>Distance</u>		
	<u>Nos.</u>	<u>(In km)</u>	<u>State</u>	<u>Page</u>
10) San Carlos - Parras Offshoot of East West Highway, Monterrey and Torreón	239	27	Coah.	53
11) San Pedras de las Colonias - Zapata Offshoot of East West Highway, near Torreón	251	29	Coah.	
12) Torreón - Matamoros - Zapata - Viesca - La Cuchilla Offshoot of East West Highway	263	71	Coah.	53
13) Gómez Palacio Chávez Offshoot of East West Highway near Torreón	238	36	Coah.	
14) Gómez Palacio - Bernejillo Offshoot of East West Highway near Torreón	269	38	Coah.	
15) Hipólito - Camaleta Offshoot North South Highway II		62	Coah.	



- 2 -

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
16) Guadalupe - La Rosa Offshoot East West High- way to North South High- way No. II	217	136	Coah.	52
17) Nueva Rosita - Muzquiz Offshoot North South Highway No. II		56	Coah.	52
18) La Rosa - Cepeda Offshoot East West Highway		App.10	Coah.	52
19) Saltillo - Arteaga Offshoot of East West Highway	224	52	Coah.	52
20) Saltillo - Carneros Offshoot of East West Highway	213	36	Coah.	52
21) La Pastora - Hipólito Offshoot of East West Highway		25	Coah.	53
22) Guanajuato - San Luis de la Paz - P. Naranjo Offshoot of North South Highway No. I	160	394	GTo. & S.L.P.	50
23) Guanajuato - San Miguel Allende Offshoot North South Highway No. I Projected Road	159 & 118 or 136	App.75	Gto.	50
24) Acapulco - Zihuatanejo Offshoot of Cross Country Highway, South	28	220	Gro.	58
25) Acapulco - Puerto San Angel (Project only) Offshoot of Cross Country Highway, South	28	Approx. 400	Gro.	58

	<u>Road Map</u>	<u>Distance</u>	<u>State</u>	<u>Page</u>
	<u>Nos.</u>	<u>(In km)</u>		
26) Iguala - Huitzuco Offshoot of Cross Country Highway, South	38	Approx. 25	Gro.	57
27) Chilpanzingo - Chilapa Offshoot of Cross Country Highway, South	34	Approx. 30	Gro.	56
28) Chilapa - Huamuxtitlán Offshoot of Cross Country Highway, South		Approx. 75	Gro.	57
29) Iguala - Arcelia - Punzarabato Offshoot of Cross Country Highway, South	233	200	Gro.	57

- 3 -

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
30) Pachuca - Molango - Huejutla Offshoot of P.A. Highway	39	250	Hgo.	39
31) Actopan - Tula Offshoot of P.A. Highway	177	App.55	Hgo.	39
32) Tapatitlan - Yahualica Offshoot of Cross Country Highway, North (No. 170) near Guadalajara	142	58	Jal.	54
33) Resolana - Chamala Offshoot of Cross Country Highway, North, and between Guadalajara and Barra de Navidad	106	90	Jal.	54
34) Guadalajara - Chapala Offshoot West Coast Highway	130	50	Jal.	45
35) Tijuana - La Paz	349	726	L.C.	58
36) Tijuana - Ensenada	349	104	L.C.	58
37) Ensenada - San Quintin	349	209	L.C.	59
38) Ensenada - San Felipe	347	Approx. 200	L.C.	58
39) Purísima - Posa	349	Approx. 50	L.C.	59
40) La Paz - Arroyo	349	Approx. 65	L.C.	59
41) San Domingo - San Javier - Loredo	349	52	L.C.	59
42) San Javier - Comondú S.E. of Comondú		48	L.C.	59
43) Santiago - Aracho - La Trinidad - Santiago South of La Paz		168	L.C.	59
44) La Paz - Todos Santos - San Lucas	349	168	L.C.	59
45) Mexico City - Nautla (Direct route) Abandoned, nothing in 1943 budget. Offshoot of P.A. Highway (See 107 on list).	2 & 69		D.F. & Ver.	

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
46) Mexico City, Vicinity Desierto de Los Leones, Xochimilco Offshoot of P. A. Highway	3a	58 round trip	D.F.	
47) Querétaro - Toluca - Ixtapán Offshoot of North South Highway No. I (Goes to border State of México, only)		App.160	Mex.	41
48) Toluca - Valle de Bravo Offshoot of West Coast Highway	170	71	Mex.	44
49) Los Reyes - Texcoco Offshoot of P. A. Highway	84	22	Mex.	41
50) Amecameca - Paso de Cortéz Offshoot of P. A. Highway (Cuautla Route) <b>Sec.no.80</b>	Off of 21	Approx. 6	Mex.	41
51) Reyes - Teoloyucán Offshoot of P. A. Highway near México, D.F.	159	30	Mex.	40
52) San Juan del Río - Teoloyucán Continuation of No. 159		Approx. 140	Mex.	40
53) Mexico City - Tepotzotlán Offshoot of P. A. Highway	159	38	D.F.	41
54) Apatzingán - Tepalcatepec Vicinity West Coast Highway, South Morelia	259	89	Mich.	46

- 4 -

	<u>Road Map</u>	<u>Distance</u> (In km)	<u>State</u>	<u>Page</u>
55) Salamanca - Morelia Offshoot of West Coast Highway and North South Highway	229	135	Mich. Gto.	47
56) Carapán - Uruapán (Finished) Offshoot of West Coast Highway	241	72	Mich.	46
57) Huajumbara - Acambaro Offshoot West Coast Highway near Morelia (See no. 64 and no. 62)	219	Approx. 60	Mich. Gto.	48
58) Irapuato - Carapán Near Morelia. Offshoot of West Coast Highway. Offshoot North South Highway No. I.	160 & 239	87	Mich. Gto.	46
59) Escalante - Ario - La Huacana Offshoot West Coast Highway South of Morelia	235	74	Mich.	46

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
60) Temascal - Huetamo Offshoot West Coast Highway South of Morelia	223	185	Mich.	47
61) Morelia - Calzado - Cuitzeo- La Cinta Offshoot West Coast High- way North of Morelia	229	44	Mich.	47
62) Morelia - Zinapécuaro - Huaquimbaro Offshoot West Coast High- way East of Morelia	90	80	Mich.	48
63) Yuriria - Salvatierra Offshoot West Coast High- way North of Morelia	96	28	Mich.	47
64) Morelia - Tecambro - Patzcuaro (Patzcuaro - Tecambro - - - - - Offshoot West Coast Highway South of Morelia	229	55.5	Mich.	48
65) Alpuyecá - Tlactenango - Yautepéc Offshoot Cross Country Highway, South Near Cuernavaca	52	53	Mor.	57
66) Cuernavaca - Cuautla Offshoot P. A. Highway (via Cuautla), Offshoot Cross Country Highway, South	21	40	Mor.	58
67) Amayuca - Tlancualpicán Offshoot P. A. Highway No.		App. 30	Mor.	55
68) Cuernavaca - Campo Militar Offshoot Cross Country Highway South	83		Mor.	55

- 5 -

	<u>Road Map</u>	Distance (In km)	<u>State</u>	<u>Page</u>
69) Cuernavaca - Tezuitla Offshoot Cross Country Highway, South		Approx. 65	Mor.	57
70) Cerralvo - Monterrey Offshoot of P. A. Highway	131	Approx. 185	N.L.	37
71) Montemorélos - China Offshoot of P. A. Highway	141	93	N. L.	37
72) Lináres - San José de Palcos - Dr Arroyo - Matemala Offshoot P. A. Highway	145	185	N.L. & S.L.P.	37
73) Navarrete - San Blas Offshoot of West Coast Highway State. No work.	172	32	Nay.	45

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
74) Villa Unión - Concordia - Copala Offshoot of West Coast Highway Near Mazatlán	203A	App.90	Nay.	44
75) Acaponeta - Tecuala Offshoot of West Coast Highway Between Nazatlán and Tuxpán	178	17	Nay.	45
76) Tuxpán - Ruiz Offshoot of West Coast Highway	176	17	Nay.	45
77) Tepic - Valle de Banderas Offshoot of West Coast Highway S.W.of Tepic,near border Talisco		104	Nay.	45
78) Oaxaca - Ejutla - Puerto Angel Offshoot P.A. Highway	43	290	Oax.	42
79) Zimatlán - Sola de Vega Vicinity of P. A. Highway, separate road, Near Oaxaca	59	62	Oax.	
80) Atlixco - Netepec - El León Offshoot P.A. Highway South of Puebla		App.9	Pue.	41
81) Tepeaca - Tecali (Projected) Offshoot Cross Country Highway South S.W.of Tepeaca		10	Pue.	
82) Querétaro - Jalpán - Natlapa Offshoot North South Highway	152	295	Gro.& S.L.P.	50
83) Dxmiquilpán - Querétaro Offshoot of P. A. Highway. See Addenda C. North South Highway No.1 Temporary section of Same.	116& 159	125	Gro.& Hgo.	18



- 6 -

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
84) Querétaro - San Juan del Rio - Tequisquiapan Offshoot North South Highway No. I.	151	19	Qro.	51
85) Querétaro-San Miguel Alleude (Projected) Offshoot North South Highway No. I.		App. 60	Qro.	51
86) Ixmiquilpán - Tonaltongo Offshoot P. A. Highway	153	50	Qro. & Hgo.	39
87) San Luis Potosí - El Salto Offshoot Cross Country Highway North	164	20	S.L.P.	54

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
88) San Luis Potosí - Antigua Morelos - Natchuala from Huizache Offshoot Cross Country Highway, North		106	S.L.P.	54
89) Topolobampo - El Mochis - Choix Offshoot of West Coast Highway, North of Culiacan	503	170	Sin.	44
90) Off this road, Mochis - Guasabi		Approx. 70	Sin.	44
91) Boca del Río - Sinaloa Off this road, Guasabi - Cuamuchil Offshoot West Coast Highway North of Culiacán	305	Approx. 75	Sin.	44
92) Culiacán - Altata Offshoot West Coast Highway	216	66	Sin.	44
93) Rosario - Aguas Dulces Offshoot West Coast Highway South of Mazatlán	190	24	Sin.	45
94) Puerto Peñasco - Sonoito Vicinity West Coast Highway Federal. West of Nogales Separate Road.	341	104	Son.	43
95) Magdalena - Caborca Offshoot West Coast Highway	240	104	Son.	43
96) (Douglas, Arizona, U.S.A.) Agua - La Prieta - Nacozari Vicinity West Coast Highway Separate Road	313	135	Son. U.S.A.	43
97) Céiba - Huimanguillo Separate road. Vicinity of P.A. Highway at Tuxtla, Cutiérrez, near Villa Hermosa.	31	93	Tab.	43

- 7 -

	<u>Road Map</u>	<u>Distance</u>		
	<u>Nos.</u>	<u>(In km)</u>	<u>State</u>	<u>Page</u>
98) Victoria - Tula Offshoot P. A. Highway	167	203	Temps.	38
99) Villa Juárez (El Mante) - Coronel Ocampo Offshoot P. A. Highway	107	44	Temps.	38

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
100) Tampico - Valles Offshoot P. A. Highway	160	Approx. 150	Tamps.& S.L.P.	39
101) Matamoros - C. Victoria Branch of P. A. Highway	107	320	Tamps.	38
102) Apizaco - Calpulalpan Separate Road near Puebla		App. 65	Tlax.	41a
103) Apizaco - Tlaxco Separate Road near Puebla		App. 25	Tlax.	41a
104) Tlaxcala - Pensacola Separate Road near Puebla		App. 20	Tlax.	41a
105) Tlaxcala - Huamantla Vicinity Cross Country Highway South, North- east of Puebla		71	Tlax.	41
106) Zacatepec - Huastuco Offshoot Cross Country Highway, South		Approx. 50	Ver.	55
107) Zacatepec - Nautla - Poza Rica Offshoot of Cross Country Highway, South. Near Jalapa	2 69 47	270	Ver.& Pue.	55
108) Perote - M. de la Torre - Nautla Connects with Zacatepec and Nautla Road. Offshoot of Cross Country Highway, South	2 61 69	120	Ver.	55
109) Mexico City - Tuxpán Offshoot P. A. Highway	77	348	Ver.& D. F.	40

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>
110) Puerto México - Minatlán Separate road. Continuation. (Projected from Minatlán - Acayucán - Catamaso - Alvarado	23	28	Ver.	58
111) La Torre - Misantla Vicinity Cross Country Highway, South. South of Nautla. Separate road.	49	Approx. 30	Ver.	
112) Chachalacas - Tamarindo Offshoot Cross-Country Highway South	64	45	Ver.	55
113) Jalapa - Coatepec - Fortín Offshoot Cross Country Highway, South	61	92	Ver.	55
114) Campeche - Mérida	18 17	Approx. 250	Yuc.	60
115) Uxmal - Bolunchenticul	17	57	Yuc.	60

	<u>Road Map</u> <u>Nos.</u>	<u>Distance</u> <u>(In km)</u>	<u>State</u>	<u>Page</u>	
116)	Cabrillo Puerto - Peto - Chetumal	9	140	Yuc.& Q. Roo	60
117)	Mérida - Chichenitza	4	120	Yuc.	60
118)	Escarcego - Chetumal	10	270	Q. Roo	61
119)	Valladolid - Puerto Juárez	6	130	Yuc. & Q. Roo	61
120)	Zacatecas - Villa Nueva - Jerez Offshoot North South Highway (No. 159)	211	48	Zac. & Q. Roo	49

**ADDENDA OF ROADS, OFFSHOOTS OF MAIN  
HIGHWAYS, AND SEPARATE ROADS**

Offshoots of Pan American Highway

- 70) Monterrey - Cerralvo - Mier - Roma.....Nuevo León and  
Tamaulipas  
Approximately 185 km.

While this road is projected on the map, apparently no work has been done and the road is not even included in the lists of current work of the federal government.

1943 Federal Budget 2,000,000 Pesos, state contributing the same amount, for this road and road below, Montemorelos - China

- 71) Montemorelos - China .....Nuevo León

This short cut road from the East West Highway to the Pan American Highway south of Monterrey has been completed with gravel surfacing over 18 km. only from Montemorelos to General Terán. No work has as yet been done from General Terán to China, a distance of 75 km. The route of the road has been determined over 12 km., but no earth works have been attempted. There are no men at work on this road in any capacity. Federal-State.

- 72) Linares- San José de Palcas - Matehuala .....Nuevo León

This road, which is ultimately to be 185 km. in length, has the proposed route of the road located over but 90 km. At the present time all construction work has been suspended, but there are earth works over a distance from Linares of 41 km., of which 35 have been gravel surfaced. The road is passable for a distance of 35 km. in the rainy season. No men are working in any capacity on this state-federal cooperation project at present.

98) Victoria - Jaumave - Tula.....Tamaulipas

This road branching of the west of the Pan American Highway has an ultimate length of 203 km. However, to date only 26 have earth works to the west of C. Victoria, of which two have been gravel surfaced. All construction on this road has been suspended and no men are working in any capacity. In the dry season you can follow the dirt road all the way to Tula, but in the rainy season, it is impossible to continue more than 2 km. out of C. Victoria. State-Federal.

101) Matamoros - Ciudad Victoria .....Tamaulipas

This vital highway from the Mexican border to the City of Victoria on the Pan American Highway is to be 320 km. in length. At the present time earth works have been completed over 300 km. of this section, of which 93 km. of the earth works have been graveled surfaced. Only 139 km., however, have all bridges and culverts in place. While it is possible to traverse this entire section from Matamoros to C. Victoria in the dry season, only 116 km. can at present be considered passable throughout the entire year from C. Victoria to Encinal. Paving started January 1, 1943. Road to be finished in 1943. Cia. Constructora Tamaulipeca, S.A., a subsidiary belonging to Mr. Thomas Yglesias, has 526 men employed on this section with adequate machinery, though spare parts badly needed.

99) Villa Juárez (El Mante) - Ocampo .....Tamaulipas

This road of 44 km. has earth works completed over its entire length, but only 11 are gravel surfaced. While it is possible to pass to Ocampo in the dry season, only 11 km. are passable in the rainy season. Work on this road has been suspended and there are no men working and it is a state-federal project.



- 3 -

- 100) Tampico - Valles.....Tamaulipas  
Approximately 150 km.

This road has been built for some distance, possibly 50 or 60 km, but it was started in Tampico and all the work done will have to be done over again. A member of the Dept. of Communications, starting in December 1942 in a section not far from Valles, said he was going to try to get through to Tampico but was not sure he could do so. He said bridges and culverts were in place, which is doubtful. A contract to complete this road was let on December 27, 1942 to Thomas Yglesias Company.

1943 Federal Budget, 2,160,000 pesos for this road, and road 98, Matamoros - C. Victoria -Jabeli.

- 86) Ixmiquilpán - Tonalongo.....Querétaro and Hidalgo

This highway is only in the project stage, but will ultimately be 50 km. long. At the present time only work being done is by 4 DNC engineers who are making surveys prior to the definite determination of what route will be followed. No construction has as yet been taken. State-Federal.

- 31) Actopan - Tula.....Hidalgo

Federal Budget for this road, state contributing same, and for following roads, 125,000 Pesos.

- 1) Ixmiquilpan - Tonalongo
- 2) Huichapan - Tequisquiapan
- 3) Colondrinas - Alfajacucán (Bridge)

- 30) Pachuca - Molango - Huejutla (Road No. 39).....Hidalgo

This road is projected over a distance of 230 km. and is eventually intended to to Tampico, providing a shorter route to Mexico City than the present route or the one projected through Valles. The road has been completed with a provisional type gravel surfacing to Molango, a distance of 136 km. This road has a hard surface, but is rough and dusty in places. No further construction has been undertaken on this road and the 202 men assigned to it are being used for maintenance purposes only. From Molango it is possible in the dry season to progress an additional 40 km., which is about half way to Huejutla.

1943 Federal contribution to state, 500,000 Pesos.

- 51) Reyes - Zumpango - Teoloyucán No. 159.....México  
This road which branches off to the West from the Pan American Highway north of Mexico City is to be 30 km. in length. To date 23 km. have been finished, of which 14 are gravel surfaced, and 14 asphalt paved. It is possible, however, to reach Teoloyucán by car throughout the entire year. At present there are 37 workmen of the Dirección de Nacional Camines engaged in the completion of this short highway.
- 52) San Juan del Rio - Teoloyucán Approx. 140 Km....México  
Continuation of Road No. 159  
The Juárez-México City road has now been joined to the P. A. Highway at Ixmiquilpán instead of going south from San Juan del Rio to Teoloyucán, as was originally proposed. Data from Mexico City to Teoloyucán has already been given on another sheet and at the present time nothing has been done on the section between San Juan del Rio and Teoloyucán. The notation on the map merely indicates that this is a projected route. State-Federal.
- 109) Mexico City - Tuxpan (Road Nos. 1 and 77).....México and  
Approximately 348 km. Vera Cruz  
From Pachuca to Totolapa, approximately 81 km. From Totolapa to Tuxpán, a distance of 168 km., Cia. de Construcciones is working and to December had 90 km. of earth works completed, of which 63 had been gravel surfaced. It is possible to traverse this road from Totolapa for a distance of 80 km. throughout the entire year. There is an old gravel road at the present time to Poza Rica, but as there is an old gravel road between Poza Rica and Tuxpán, a distance of about 40 km., it will be possible to get through to the latter town once Poza Rica is reached. This section is expected to be finished by May 1, 1943. There are 257 DNC men on this section and 796 men belonging to the private contractor. Contract does not include asphalt surfacing. Federal.  
1943 Budget, 2,735,000 Pesos, for 173 Km.

- 80) Atlixco - Metepec - El León.....Puebla  
(Popocatepetl - Ixticcihuatlé)  
This road has been completed and asphalt surfaced over its entire length of 9 km. It does not, however, connect with Amecameca on the western slope of the volcanoes. While there is supposed to be an old road between the volcanoes from what I understand, this road is impassable and is used only for logging purposes. State-Federal.
- 53) Mexico City - Tepotzotlán.....México  
This road running north from Mexico City begins at the outskirts of Mexico City at a place called Puente de Vigas and extends to Tepotzotlan, a distance of 38 km., all of which has been graveled surfaced. The entire route is passable throughout the entire year.  
1943 Federal Budget, 1,500,000 Pesos, state to contribute the same, for section of this road, Tlananpantla to Progreso, and for road below.
- 47) Quérétaro - Toluca - Ixtapán. Approx. 160 km.....México  
(Runs to border of México only)
- 49) Los Reyes - Texcoco.....México  
This road to Texcoco begins as a branch off of the Puebla highway and extends for a distance of 22 km., all of which has been completed for a number of years, and is asphalt surfaced. This is the only route to Texcoco from Mexico City, while the map seems to show another route; this is only a sketching of the proposed direct route to Nautla which has been temporarily abandoned.
- 105) Tlaxcala - Huamantla.....Tlaxcala  
(Off alternate route of P.A.H., near Puebla)  
This road, which begins at Texmelcan and runs through Tlaxcala to Huamantla, has been gravel surfaced over its entire length of 71 km. for several years, and in fact 44 km. have received an asphalt surfacing. The only work apparently being done on this highway consists of maintenance, and there are 11 men of the Dirección de Nacional Caminos assigned to this work. The entire route to Huamantla is passable throughout the entire year.

- 5a -

102. Apizaco - Calpulalpán -  
Near Puebla
103. Apizaco - Tlaxco - Tlaxcala  
Near Puebla
104. Tlaxcala - Pensacola - Tlaxcala  
Near Puebla

1943 Federal budget for these roads in Tlaxcala,  
800,000 pesos; State to contribute same.

78) Caxaca - Ejutla - Puerto Angel-----Caxaca

This road is being built in cooperation with the State Government of Caxaca and will eventually cover a distance of 290 km. To date earth works and culverts have been completed for a distance of 59 km. to the south of Caxaca to the town of Ejutla. 39 of these km. have been gravel surfaced. The road is passable to Ejutla in the dry season only and to the end of the graveled portion during the entire year. There are 83 men working on this project under the jurisdiction of the DNC.

1943 Federal budget, state to contribute the same, for section, Ocotlán - Ejutla - Candelaria

7) Chiapa - Ixtapa - Pichucalco (Near Tuxtla).....Chiapas  
Road No. 19

This road, which is being built under federal-state cooperation is to be 193 km. in length. At the present time only 110 km. have been surveyed. Earth works have been completed from Chiapas to km. 31, which is in the vicinity of Ixtapa. Culverts have been completed up to km. 37 and 17 km. are presently gravel surfaced. Only 33 km. of this road are passable the year round. There are 293 men working on this project, all belonging to DNC. This road will eventually connect with section running from Villa Hermosa to Teapa.

8) Villa Hermosa - Teapa (Road No. 19).....Chiapas and  
Tabasco

This road from Villa Hermosa, the capital of Tabasco, to Teapa which is on the line of the proposed Southeast railroad to Yucatán will also ultimately connect with the Chiapas - Pichucalco road from the P.A. Highway. This road is to be 58 km. long and earth works have been completed over 56, of which 36 have received gravel surfacing. The road is passable in all seasons through its entire distance. 153 DNC men and 347 of the private contractor, Construcciones del Sureste, S.A., are working here.  
1943 Budget, 480,000 Pesos.

9) Las Cruces - Arriaga.....49 Km.....Chiapas

Gravel surfaced all way. Not very good condition. Much travelled for railroad connection at Arriago.

1943 Federal Budget, 300,000 Pesos for this road, and above road, Villa Hermosa - Teapa (No. 19)

- 6a -

97) Ceiba - Huimanguillo (83 km) .....Tabasco

This is a federal road. This road, in the State of Tabasco, has only been projected at the present time for 55 km. from Ceiba. Of this amount 37 km. of earth works have been done, of which 8 have been gravel surfaced. The road is passable for a distance of 25 km. throughout the entire year. On this project, a private contractor has 712 men. Separate road. Near Villa Hermosa, Tabasco.

## OFFSHOOTS OF WEST COAST HIGHWAY

- 94) Puerto Peñasco - Sonaita (West of Nogales) .....Sonora  
 This road is 104 km. in length and has been paved from the international border to km. 82. The contractor is presently finishing the paving work between km. 82 and 104. The earth works and culverts over this latter section are all completed and the road is passable throughout the entire year. One bridge is lacking at km. 19, but a suitable by-pass is presently in use. 64 men are employed on this road and it is in good condition, being nine meters wide. Federal project. 1943 budget. Improvements - 900,000 pesos.
- 96) Agua - La Prieta - Nacozari .....Sonora  
 (East of Nogales, isolated road) & U.S.A.  
 This road, which connects onto the U. S. highway system at Douglas, Arizona, is to be 135 km. long. To date earth works have been completed for only 35 km. south of Agua-Prieta, of which 12 km are gravel surfaced. This road can only be followed to the extent of 35 km. At the present time all construction has been suspended and there are no men working in any capacity. State-Federal.
- 95) Magdalena - Carborca (South of Nogales).....Sonora  
 Evidently no work is being done at the present time, but it may already be completed to Carborca with gravel surfacing.
- 5) Hermosillo - Chihuahua (Road No. 260).....Sonora  
 and Chihuahua

- 89) Topolobampo - Los Mochis - Choix ..... Sinaloa  
(North of Culiacán)

This route, which is to be 170 km. in length, has earth works over 80 km. between Los Mochis and El Fuerte. All 80 of these km. have been gravel surfaced. Work is presently being done south of Los Mochis to Topolobampo. There are 110 men of DNC working in this construction and 46 on maintenance crews. State-Federal.

- 90) Mochis - Guasabe..... Sinaloa  
(Off above road)

1943 Federal Budget, 600,000 pesos. State to contribute the same amount.

- 91) Sinaloa - Boca del Río (North of Culiacán)..... Sinaloa

This road has been gravel surfaced from Sinaloa to Guasabe. From Guasabe to Boca del Río, a distance of 37 km., earth works have been completed over 10 km., although there is an old road which is passable in this area during the dry season. There are 285 men working on this section of the road, 158 of the private contractor and 127 of DNC. State-Federal.

- 92) Culiacán - Navolato - Altata ..... Sinaloa

This road, which is 66 km. in length, has earth works completed over the entire section and a paved surface over 38 of the 66 km. There are an additional 6 km. which are gravel surfaced. While it is possible to follow the old road to Altata in the dry season, only 44 km. are passable in the rainy season. There are 96 men of the private contractor employed in construction on this road.

- 74) Mazatlán - Villa Union - Concordia - Cobala .... Nayarit

This road, which is to be 60 km. in length, has been gravel surfaced over 42 km. and the remaining amount is presently being completed under Federal-state cooperation.

- 48) Toluca - Valle de Bravo ..... México

71 K. Gravel surfaced entire way. 55 men working, construction and maintenance.



- 93) Rosario - Aguas Dulces (South of Mazatlán) ..... Sinaloa  
 This road, which is to be 24 km. long, has earth works up to the present time over only 8 km. out from Rosario, of which 7 have been gravel surfaced. The entire road can be passed over in the dry season, as there is an old road, but only 7 km. can be passed in the rainy season. DNC has 25 men doing construction. State-Federal.
  
- 75) Acaponeta - Tecuala (North of Tepic) ..... Nayarit  
 This road, which is 17 km. long, has been gravel surfaced for several years and the only work presently being done is by 11 DNC men who constitute the maintenance crew on this section. This is a federal-state cooperation project.
  
- 76) Tuxpan - Ruiz (North of Tepic) ..... Nayarit  
 This road, which is 17 km. long, has been gravel surfaced for several years and the only work presently being done is by 7 DNC men who constitute the maintenance crew on this federal-state cooperation project.
  
- 77) Tepic - Valle de Banderas ..... Nayarit  
 1943 Federal Budget, state to contribute the same, for this road, and road from El Nuevo to Nauchi, 550,000 Pesos.
  
- 73) Navarette - San Blas ..... Nayarit  
 (North of Guadalajara) Distance of 32 km.  
 This road between Tepic and Tuxpan is an exceedingly bad road, very narrow and cut places. It seemed hardly more than a bed of a stream. Rocks had to be removed to permit passage of a car and a bridge near San Blas with broken flooring had to be carefully replaced before crossing. A ferry consisting of planks was carried by two dugouts, a dangerous trip. San Blas had been a port of sorts, with Marine Barracks and some warehouses, no docks. At present there is no business; has the most primitive accommodations for transients.
  
- 34) Guadalajara - Chapala ..... Jalisco  
 Finished - asphalt surface.

- 58) Irapuato - La Piedad - Carapán ..... Michoacán and  
(Northwest of Morelia) Guanajuato

The section of 87 km. between Irapuato and La Piedad has earth works completed over 39 km., but no culverts nor bridges are in place yet, so that, consequently, the new road cannot be considered passable. There are 177 men of the private contractor working here. Between La Piedad and Carapán, a stretch of 80 km., to date 31 km. of earth works have been completed, of which 22 are gravel surfaced. Only 22 km. are passable from La Piedad in any season. Construction has been suspended, although there are 26 DNC men assigned to maintenance and conservation work. State-Federal. 1943 Federal Budget, state to contribute the same, for this road and for road from Celaya-Rinconcello, 1,250,000 pesos.

- 56) Carapán - Uruapán ..... Michoacán  
72 km. Finished - Asphalt.

- 54) Apatzingán - Tapalcatepec ..... Michoacán  
Completely gravel surfaced. No work being done on it at present time.

- 59) Villa Escalante - Ario - La Huacana ..... Michoacán  
(South of Morelia)

This road, which will ultimately be 74 km. in length, has earth works over 36 km., of which 33 km. are gravel surfaced. Culverts, however, are completed over only 2 km. It is possible to use this road for a distance of 48 km. throughout the entire year. Construction has apparently been suspended and only 4 men are employed in its maintenance. Federal-state project.

- 55) Salamanca - Morelia .....Approx. 135 Km..... Michoacán  
and Guanajuato  
This road was completed in 1942 with a provisional gravel surface over its entire length and consequently has been excluded from the list of roads on which the Communications Department is presently doing any work. Passable all weather.
- 61) Morelia - Calzada - Cuitzeo - La Cinta ..... Michoacán  
This lower section of the road from Salamanca to Guanajuato to the city of Morelia has been completed under federal-state cooperation and has been finished over its entire length of 47 km. To date, 16 km. have been paved and the rest has been left temporarily with gravel surfacing. The road is passable in all seasons of the year and there are at present 23 DNC men employed on this road for maintenance purposes.  
Budget given below, with No. 60.
- 63) Yuriria - Salvatierra (North of Morelia) ..... Michoacán  
This road which is under federal-state cooperation has been completed with gravel surfacing over its entire length of 28 km. At the present there are 33 men employed by DNC in the maintenance of this section of the road. The entire road is passable in both the wet and dry seasons.
- 60) Temascal - Huetamo (Southeast of Morelia) ..... Michoacán  
This road, which will ultimately be 185 km. in length, has earth works extending south over 73 km., while culverts have been completed over 49 km., probably to Capullo, and gravel surfacing over 34. It appears that the work has presently been suspended on this project, although 110 men are still employed by the maintenance department of DNC. This is a federal-state project. It is possible to pass over 100 km. of this road at all times of the year.  
1943 Federal Budget, state to contribute the same, 650,000 Pesos, for this road and the following roads:  
1) Morelia - La Cinta  
2) Morelia - Zinapécuaro

- 62) Morelia - Zinapecuaro - Huejumbero ..... Michoacán  
This triangular road is ultimately to be 80 km. in length. To date, 63 km. of earth works have been finished and culverts and gravel surfacing have been completed on over 40 km. The construction on this road is presently stopped and it is possible to use this road only to the extent of 49 km. in both dry and wet seasons. 33 men are employed on this project in a maintenance capacity by DNC. Federal-state cooperation project.
  
- 64) Morelia - Patzcuaro - Tecambro ..... Michoacán  
For section, Patzcuaro-Tecambro, 55.5 Km.  
1943 Budget, 230,000 Pesos.

OFFSHOOTS OF NORTH SOUTH HIGHWAY NO. I  
(Roads nos. 159-118)

- 5) Hermosillo - Chihuahua (Road No. 260) ..... Chihuahua and Sonora  
 The Chihuahua section from Chihuahua to the Sonora state line has been projected over a distance of 418 km. At the present time earth works have been completed over 129 km. from Chihuahua, of which 82 km. are gravel surfaced. In the dry season it is possible to pass to approximately km. 117 and in the wet season to km. 98. The only work on this section is being done by a private contractor with 143 men. State-federal cooperation.  
 1943 Federal budget, 750,000 Pesos, state to contribute same amount for section, Hermosillo - Sahuaripa.  
 The section being built by the state of Sonora in conjunction with the federal government begins at Hermosillo and has been projected only as far as Sahuaripa, a distance of 283 km. To date only 93 km. of earth works have been completed, of which 88 are already gravel surfaced. In the dry season it is possible to traverse the old road in this section to km. 123. In the rainy season to km. 88. The only workmen on this section belong to a private contractor and total 340. (See also West Coast Highway No. 301) Sahuaripa
- 120) Zacatecas - Malpaso - Jeréz ..... Zacatecas  
 This road of 48 km. has apparently been completed, for there is no longer a crew of men working. 6 km. have been paved south from Zacatecas and the remainder is gravel surfaced and is passable throughout the entire year. Federal - state.
- 1) Aguas Calientes - Calvillo - Jalpa ..... Aguascalientes and Zacatecas  
 Road no. 168.  
 This highway of 102 km. has been gravel surfaced for 100 km. and there are at present 104 men working on this project to finish the remaining 2 km. In addition, there are 21 DNC men working in a maintenance capacity. Entire road is passable throughout the entire year. State-federal cooperation. 1943 Federal budget 200,000 Pesos, state to contribute same amount.

- 2 -

- 2) Aguas Calientes - Ojuelos ..... Aguascalientes  
and Jalisco  
This section of 93 km. is under state-federal cooperation and has earth works completed over a distance of 82 km., culverts in place for 80 km. and is gravel surfaced over 79 km. By using the old road, it is possible to get through between Aguas Calientes and Ojuelos during the entire year. At the present time no construction is going on over this road, but 96 men are being employed by the maintenance section of DNC to keep the constructed portion of the road in shape. This section goes to the Cross Country Highway, Tampico - Manzanillo
- 22) Guanajuato - P. Naranjo ..... Guanajuato  
This road, which is to be 394 km. long, has been gravel surfaced over 140 and has earth works over an additional 5 km. The work is being done in the vicinity of P. Naranjo and San Luis de la Paz. There are 203 men of the private contractor in addition to the 10 supervisors of DNC. 46 DNC men are working to maintain the finished road. Federal - state cooperation.
- 23) Guanajuato - San Miguel Allende ..... Guanajuato  
1943 Federal contribution to state,  
50,000 Pesos.
- 82) Querétaro - Jalpán - Matlapa ..... Querétaro and  
San Luis Potosí  
This road which will ultimately be 295 km. in length has work only for short distances outside of Querétaro and outside of Matlapa, on the two extremities of the projected road. From the Querétaro end, earth works have been completed over 60 km. of which 58 have received a gravel surfacing. All construction work in this area has been suspended, but there are 15 DNC men employed in maintenance of the finished section. The road is passable only for 58 km. On the Matlapa end, earth works have been completed over 29 km., of which 28 have a gravel surfacing and constitute the only passable section of the road. Construction has likewise been suspended in this area and no men are working. State-federal.  
1943 Federal budget, state to contribute same amount for section, Jalpán-Xilitla,  
180,000 Pesos.

- 85) Querétaro - San Miguel Allende approximately 60 km.  
Querétaro  
Offshoot North South Highway No. 1  
1943 Federal contribution to state 100,000 Pesos
- 84) San Juan del Río - Tequisquiapán..... Querétaro  
This road, which is 19 km. long, has been  
completely gravel surfaced and the only work  
being done is maintenance work by 23 DNC men.  
State-federal cooperation.  
1943 Federal budget, 30,000 Pesos. State contribute  
equal amount.

OFFSHOOTS OF NORTH SOUTH HIGHWAY  
No. 2

- 17) Nueva Rosita - Misquiz - 56 km. Coahuila

OFFSHOOTS OF EAST WEST HIGHWAY

- 16) La Rosa - Guadalupe..... Coahuila  
Projected road only. No work undertaken or planned for 1943.
- 20) Saltillo - Carneros..... Coahuila  
This road to the south of Saltillo will be ultimately 36 km. long and has been gravel surfaced for 21 km. It has earth works over an additional 40. Construction has been suspended and there are no men working in any capacity. Federal-state.
- 18) La Rosa - Capeda..... Coahuila  
1943 Federal budget 350,000. State contributes the same amount.
- 19) Saltillo - Arteaga..... Coahuila  
This road was destined to run for a distance of 52 km. east of Saltillo, but earth works have been finished over but 14 km., none of which have been graveled surfaced. For some reason, construction has been suspended on this project, and the only workmen in this amount to 22, all being maintenance employes of the Dirección de Nacional Caminos.



10) San Carlos - Parras..... Coahuila  
(Between Monterrey and Torreón)

This short spur road of 27 km. has had earth works completed for some time over the entire distance and 18 km. are gravel surfaced. Construction was suspended on this section, even though culverts were in place over 10 km. on the route. There are 18 DNC men working in a maintenance capacity on this project. State-Federal.

12) Matamoros - Viesca - Zapata - La Cuchilla.. Coahuila

This T-shaped road of 71 km. in all has earth works over 69, but only 31 have been gravel surfaced. Culverts, however, have been installed over but 13 km. At present there are 123 DNC men employed in the construction of this road. State-Federal project. Federal Budget 1943, 1,000,000 Pesos. State to contribute same amount for three roads - and Saltillo-Pedras Negres Highway and vicinity.

21) La Pastora - Hipólito..... Coahuila

Construction on this road temporarily abandoned. Earth works in place, passable in dry season between these points.

OFFSHOOTS OF CROSS COUNTRY HIGHWAY  
North

- 87) San Luis Potosí - El Salto..... San Luis Potosí  
This road of 21 km. has earth works completed to km. 12 east of San Luis Potosí. None of the culverts have been installed and the number of men working is unknown.
- 2) Ojuelos - Aguascalientes (See North-South Highway,  
No. 1)  
Aguas Calientes - Ojuelos 93 km. State-Federal. Earth works completed for 80 km. and culverts in place. Gravel surface 79 km. Passable all weather by use old road. No construction going on. 96 men of DNC for maintenance.
- 33) Resolana - Ghamela..... Jalisco  
This road has a distance of 90 km. and is between Guadalajara and Barra de Navidad. Merely a project. No work done yet. None planned for 1943.
- 32) Tepatitlán - Yahualica..... Jalisco  
1943 budget 600,000 pesos.  
This project is being Federally constructed and will ultimately be 61 km. in length, but to date earth works have been finished over but 25 km. There are employed on this project 73 men of the DNC and 156 men of private contractors.
- 88) San Luis Potosí - Antigua Morelos - Mauehala..... San Luis Potosí  
Distance 106 km. 1943 budget contribution to state, 500,000 Pesos.

OFFSHOOTS OF CROSS COUNTRY HIGHWAY  
South

- 112) B. Chachalacas - Tamarindo..... Vera Cruz  
Federal and state. Work temporarily suspended, as all funds available are being used elsewhere in state of Vera Cruz.
- 108) Perote - M. de la Torre..... Vera Cruz  
This road from Perote connects with the Zacatepec-Nautla road which is being constructed by the Federal government. This road is a Federal-state proposition and is ultimately to be 120 km. in length. At present, however, earth works have been completed over only 33 km., of which 30 have been gravel surfaced. The entire 30 km. are passable in the rainy season, but it is possible to go to km. 96 in the dry season, and there are 10,000 men working on this road. These men working are same as in road 107 and sub roads 1,2,3 and 4.
- 106) Zacatepec - Huatusco (Projected road)..... Vera Cruz  
1943 Federal contribution to state 500,000 pesos.
- 113) Jalapa - Coatepec - Fortin..... Vera Cruz and Puebla  
This is a Federal-state cooperation project. This road, which is to be 92 km. in length, has earth works over only 21 km., of which 17 have gravel surfacing and 4 asphalt surfacing. The road is passable in all seasons over the entire 21 km.  
200 men working on construction Jalapa end.  
1943 Federal contribution to state 500,000 pesos for section Fortin - Huatusco.
- 107) Zacatepec - Nautla - Poza - Rica..... Vera Cruz and Puebla  
Approximately 270 km. with only 7 km. finished.  
This new road building is a land development just south of Nautla and is said to be a Federal project. Road is 36 feet wide with a base 6 to 8 and is

made of broken stone. 10,000 men are working with adequate machinery according to information obtained by Mr. Free, though the Department of Communications places a much lower figure on the number of men working in this section. The road is to be finished in 1944.

1943 budget, 6,000,000 pesos.

(1) Zacatepec - Tezuitlán. This section of 113 km. begins at Zacatepec, where it branches off from the Puebla - Jalapa road. The earth works have been gravel surfaced. The road, however, is passable throughout the entire year only for 50 km. At present there are 52 DNC men and 4,343 men of the private contractor working. Federal project. 1943 budget 4,600,000.

(2) Tezuitlán - Tlapacoyán. Earth works have been completed over the entire route of 32 km., but only 18 have a gravel surface and it is impossible in the rainy season to go beyond the 18 km. There are 106 DNC men and 2161 men of the private contractor on this Federal project. Vera Cruz

(3) Tlapacoyán - Nautla. Earth works on this section of 55 km. have been completed to the extent of 38 km., of which 27 have been gravel surfaced. The road is passable to the extent of 31 km. in the rainy season. There are 88 DNC men and 1616 men of the private contractor, Rafael García y Cía., on this Federal project. Vera Cruz

(4) Nautla - Poza Rica. This section of 105 km. has earth works over but 22 km., of which 14 have been gravel surfaced. The proposed route of the road has been made definite only for 51 km. The road is passable only to the extent of the gravel surfacing. There are 587 men here all jurisdiction of the private contractor. Vera Cruz

The direct road from Mexico City to Nautla has been given up.

27) Chilpanzingo - Chilopa..... Guerrero  
Projected only. No work. None  
planned for 1943.

- 65) Alpuysca - Tlaquilténango - Yautepec..... Morelos  
(East of Cuernavaca and west of Cuantla)  
This triangular road is ultimately to be 53 km. in length, but to date earth works have been completed over only 33 km., of which 20 have been asphalt surfaced and additional 7 gravel surfaced. The DNC has 59 men presently working on the construction and an additional 30 in a maintenance capacity. 27 km. are passable during the entire year and 33 km. in the dry season. Federal-state cooperation project.  
1943 Federal budget, state to contribute same amount.  
180,000 pesos for this road and following roads:
- 67) (1) Amayuca - Tlancualpicán Morelos
- 68) (2) Cuernavaca - Campo Militar Morelos
- 26) Iguala - Huizucó..... Guerrero  
Project only. No work, none planned for 1943.
- 28) Chilapa - Huamuxtitlán (Projected Road).....Guerrero  
1943 Federal contribution to State - 50,000 pesos.
- 69) Cuernavaca - Tehuixtla..... Morelos  
Completed for some time. Asphalt surface.
- 29) Iguala - Arcelia - Pungarabato..... Guerrero  
This road, to the west of Iguala, is to be 200 km. long. To date 139 km. of earth works have been finished, of which 39 have gravel surfacing and 10 have asphalt surfacing. Bridges and culverts are in place for only 25 km. There are 314 men of DNC doing construction work and 13 doing maintenance. The road is passable throughout the year as far as Arcelia, which is 138 km. from Iguala. State-Federal.  
1943 Federal budget, 500,000 pesos. State contributes equal amount.

24) Acapulco - Zihuantanejo..... Guerrero

This road, which will be 220 km. long, has the route definitely fixed over but 145 km. north of Acapulco. To date the contractor has earth works up to km. 105. 53 km. of this road are gravel surfaced and in the rainy season it is impossible to pass beyond this point because many culverts and bridges are out. There are 336 men of the private contractor, Cia de Construcciones working on this section. Federal project.

1943 budget, 2,166,000 pesos.

110) Puerto Mexico - Minatitlán (28 km.)..... Vera Cruz

This road has been finished for a number of years and is only important in that it runs to the oil refineries at Minatitlán and this was the purpose of its construction. Federal. Near Villa Hermosa. Projected continuation to Alvarado, but no appropriation. Separate road.

25) Acapulco - Puerto San Angel..... Guerrero

Project only. No work. None planned for 1943.

66) Guernavaca - Cuautla

Good all-weather road, rough in places. Stone base. Other road building parallel to it, near Cuautla.

ROADS IN LOWER CALIFORNIA

1943 Total Budget 2,050,000 Pesos, of Which  
250,000 is Federal and State

36) Tijuana - Ensenada

This distance of 104 km. is presently paved the entire way, but due to heavy traffic the pavement is now in bad condition and the Federal government plans during 1943 to resurface this section.

38) Ensenada - San Felipe - approximately 200 km.

Nothing is being done at the present time and the project has been abandoned for the time being.

37) Ensenada - San Quintín

This is a distance of 209 km. The contract was given early in 1942 to Constructora de Pacífico, a company which is owned by Tomás Iglesias. At the present time the projected route of the road to San Quintín has been definitely decided upon only for a distance of 77 km. Earth works and culverts have been completed to km. 60. 28 km. have been gravel surfaced to date. The road south of Ensenada is passable only to the extent of 28 km. throughout the entire year. Six men are employed by DNC and 68 men by the private contractor. Federal.

The portion between Ensenada and San Quintín is entirely a Federal government project, but other sections which are planned for around the La Paz area are to be jointly financed between the state government of Lower California and the Federal government. 1943 Federal budget 1,800,000 pesos.

39) Purísima - Poza

Work has likewise been suspended on this project after earth works were more or less completed over a section of 40 km. Federal-state.

44) La Paz - Todos Santos - San Lucas

Work on this road which ultimately will be about 200 kilometers in length is progressing slowly. To date there are 49 kilometers of gravel surfacing south of La Paz and 30 additional km. of earth works completed. The work is being undertaken by the DNC which has 30 men employed in the construction of the road and 21 in the conservation of the finished portion.

40) La Paz - Arroyo Seco

Several years ago the DNC started work on the Southern California Highway from La Paz, but suspended operations after 16 km. of earth works from La Paz. Only 8 of these have been gravel surfaced. Federal-state project.

*and North*

Group of roads south of La Paz

41) San Domingo - San Javier42) San Javier - Comondú, S.E. of Comondú43) Santiago - Aracho - La Trinidad, San Lucas S. of La Paz.

1943 Federal budget 250,000 pesos. State contributes the same.

ROADS IN CAMPECHE, YUCATÁN AND  
QUINTANA ROO

- 114) Mérida - Campeche..... Yucatán & Campeche  
(approximately 250 km.)  
The road from Mérida has been completed for a number of years as far as Uxmal. From Uxmal the road construction project has been suspended. In the early part of 1942 there was a federal-state construction project from Uxmal to Santa Elena over a distance of 14 km. Earth works were completed over 12 km., but no culverts were put in place. Only 6 km. of this road are passable, even in the dry season.
- 115) Uxmal - Bolonchenticul..... Yucatán & Campeche  
This section, the missing link in the Campeche - Mérida highway, is to be 57 km. in length. To date, however, earth works have been completed over only 14 km., of which 13 have been gravel surfaced. Only the gravel surfaced portion is passable. There are 165 DNC men and 293 of the private contractor employed on this section. Federal project.  
1943 Budget 600,000 pesos.
- 117) Mérida - Chichenitza..... Yucatán  
This road project, which will be 123 km., has to date earth works completed over 65 km., of which 22 have been asphalt surfaced and an additional 41 gravel surfaced. It is possible, however, to use the old road between the two cities, which is passable during the entire year. There are presently 148 men of the DNC working on this Federal-state project.  
1943 Federal budget 180,000 pesos. State contributes equal amount.
- 116) Peto - Chetumal..... Yucatán & Quintana Roo  
This section, which is to be 225 km., has earth works completed over 54 km., of which 52 are gravel surfaced. It is possible, however, only these 52 km. are passable at any time of the year. Federal-state cooperation.  
(This road has recently been shifted from a



Federal-state cooperation proposition to a purely Federal project. There are 280 DNC men at work and 277 of a private contractor.)

1943 Federal budget, 150,000 pesos.  
State to contribute same amount.

3) Campeche - Los Chenes ..... Campeche

This section of road will ultimately be 105 km. in length and to date it has been gravel surfaced over a distance of 72 km. There are 161 men of the DNC presently employed in the construction of this section. Federal-State budget 200,000 Pesos for Hopeloheu-Bolonchenticul section of this road and Road No. 4 - below.

4) Campeche - Champatón..... Campeche

This road which will be 60 km. in length, has been asphalt surfaced over 6 km. and has an additional 7 km. gravel surfaced. Earth works are at present advanced to km. 21. There are 92 men of the DNC presently employed in the construction of this road which is being undertaken as a Federal-state cooperation project.

118) Escarego - Campeche - Chetumal (270 km.)... Quintana Roo

This road, which is destined to connect the port of Chetumal with the projected south-east railway, will ultimately be 270 km., but the route of the road is fixed over but 33 to date. Construction at the present time has progressed in the area of Escarcago for 24 km., of which 21 have been gravel surfaced. There are 900 DNC men here and 796 men belonging to the private contractor. 1943 budget 540,000 pesos.

119) Valladolid - Puerto Juarez..... Yucatán and

The only contract on this road covers Quintana Roo the section from Valladolid to Leona Vicario. This section is to be 130 km. in length but earth works have been completed only to the extent of 13 km., of which 6 are gravel surfaced. This road is passable only to the extent of the gravel surfaced portion. There are 261 men of the private contractor on this Federal project.  
1943 budget 600,000 pesos.

APPENDIXDETAILS OF PROPOSED COASTAL ROAD  
TEHUANTEPEC TO TAHACHULA

Estimated distance - 425 km.

The estimated cost for a road built to Inter-American Highway standards made by the Public Roads Administration without a survey, but general ground knowledge of like terrain - is \$12,500.00, but for a road built of pioneer type the cost could be one-third of this amount, or \$8,333.00.

The following is an extract from a memorandum submitted to the Department of State by Mr. E. W. James, of the Public Roads Administration, giving an estimate of cost of building a coastal road from Tehuantepec to Tapachula. It must be borne in mind that Mr. James' estimate is for a finished road built to Inter-American standards and not for a pioneer road.

"We have no surveys on which to base an estimate of cost - but based on experience in handling work of a generally similar character in this country and in Central America, we should expect . . . the lowlands work . . . in view of the easy availability of rail transportation, to cost about \$20,000 per kilometer . . . for a finished road built to Inter-American standards.

Coast Route

425 kms.		\$ 8,500,000
Bridges		2,750,000
	Total	<u>11,250,000</u>
10% Eng. and Contg.		1,125,000
		<u>12,375,000</u>
Or, in round figures		\$12,500,000

"The number of streams to be crossed, if the coast route is to be followed, is large. There are more than 30 bridges, 50 feet or longer, on the railroad, their total length (including pile trestles) exceeds 7,000 feet, of which steel spans account for some 3,800 feet. While it is probable that by locating the highway somewhat nearer to the foothills than the railroad is built, better and shorter crossings can be secured, it is still probable that the footage of permanent bridges will not be much under the 7,000 feet used in the estimate above.

"On the other hand, the number of streams to be crossed would seem to insure an adequate supply of good gravel for concrete work and for surfacing at a reasonable price.

"The average height of railroad embankment between Juchitán and Tapachula is given as from one to three feet, from which it is apparent that the land along this route is relatively level, and that hills and deep valleys are the exception. Grading for a highway along this route, even if the highway is located between the railroad and the foothills should be light and its cost relatively low."

- 3 -

This sum could be further reduced by substituting wood and concrete for large and small bridges so that structural steel could be greatly eliminated. On this subject of bridge work, Mr. C. Norman Frees of the Embassy in Mexico gives me the following - received by him from Captain Gunderson, the bridge expert of the Railway Mission now in Mexico - "20% of the small bridges could be replaced by 36" and 48" reinforced concrete pipe culverts. The remainder could be made of wood similar to those of the railway."

"He suggested doing as the United States Army Engineers do in a number of other places - build low concrete bridges over all rivers between Ixtipec (or Tehuantepec) and Tapachula. These low concrete bridges could be made with very little structural steel and could be traversed by highway traffic throughout eight months of the year. During four months of the year the highway traffic could use the railway bridges through the simple method of planking the bridges, which means placing large planks parallel to the railroad rails, thus providing a smooth surface. At the present time the Railway Mission is rehabilitating and strengthening all steel bridges along this railway and they could be easily used according to Captain Gunderson, during the four months of the rainy season. He said the low concrete bridges . . . could withstand being inundated for

- 4 -

a short period each year. Thus . . . a pioneer road could be put in through this area with very little expenditure of structural steel . . . few trains a day along this route."

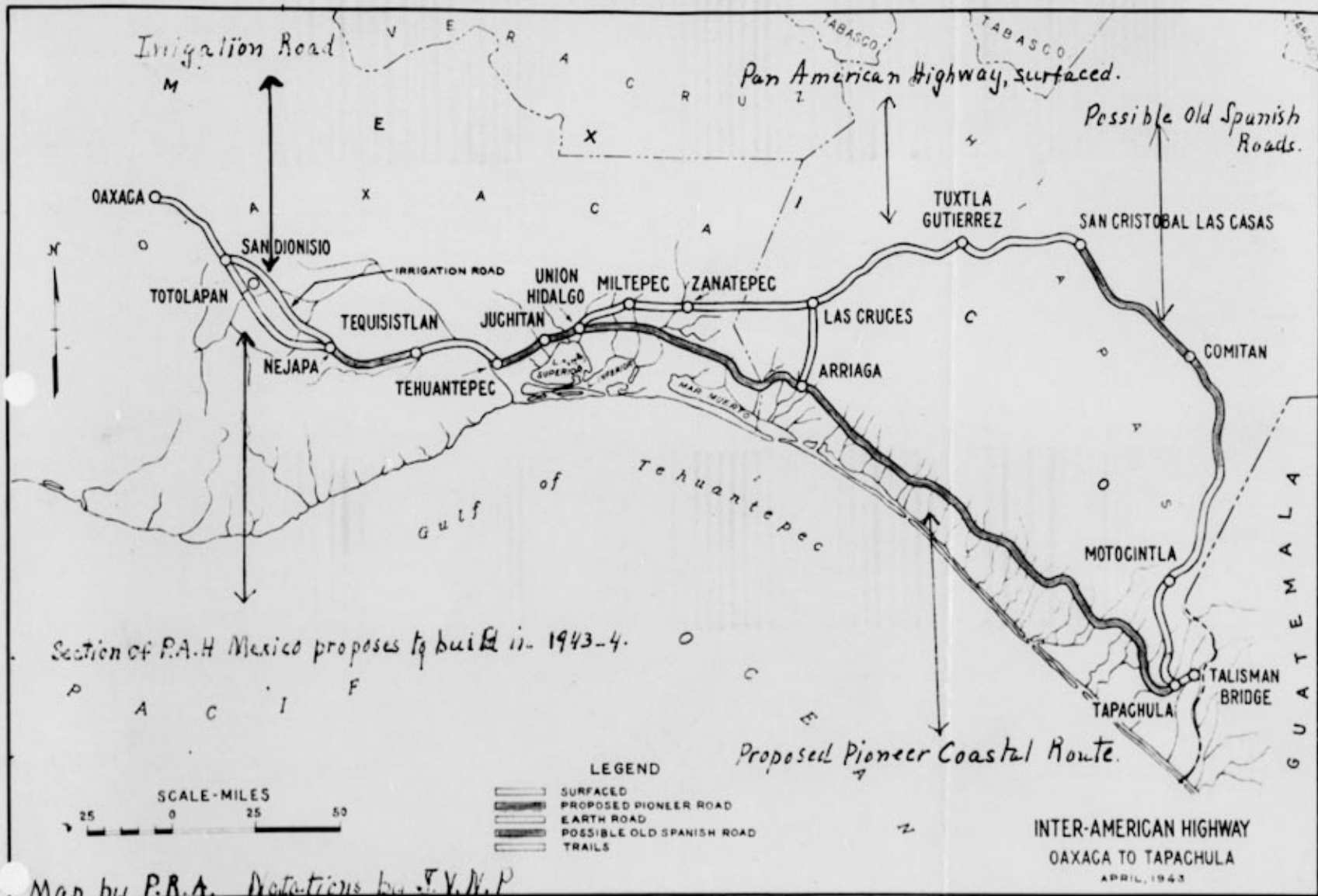
There is a further great reduction in the cost of a pioneer road, if could be built only from Arriaja to Tapachula - a distance of approximately 275 kilometers. This would reduce the distance and cost by one third more, or to \$5,555,000.

Once Tehuantepec is reached, the building on to Las Cruces will be a comparatively easy matter as the country is flat until within a few kilometers of Las Cruces, when difficult section is reached.

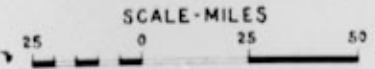
From Las Cruces, there is a much travelled road to Arriaja on the railroad.

From Arriaja the pioneer road would go to Tapachula.

1/2  
Map



Section of P.A.H. Mexico proposes to build in 1943-4.



- LEGEND
- SURFACED
  - PROPOSED PIONEER ROAD
  - EARTH ROAD
  - POSSIBLE OLD SPANISH ROAD
  - TRAILS

INTER-AMERICAN HIGHWAY  
OAXACA TO TAPACHULA  
APRIL, 1943

Map by P.B.A. Notations by F.V.N.P.

MEXICAN HIGHWAY DEPARTMENT'S 1943 BUDGET (IN PESOS) FOR  
 CONSTRUCTION WORK ON FEDERAL ROAD PROJECTS.

EXHIBIT A 67

Length of Section in Kilometers	Estimate of Funds Required to Complete Entire Section	1943 Budget		
		1943 Budget	1943 Budget	
		Amount to be Spent in Constr. during 1943	Expenses for Highway Dept. for Surveys, Resident Engineers, etc.	
<b>1. BAJA CALIFORNIA</b>				
Ensenada-San Quintín	121	\$ 10,000,000	\$ 1,500,000	\$ 300,000
<b>2. SONOITA-PTA. PENASCO</b>				
	104	760,000 aa	760,000	150,000
<b>3. MÉXICO-CIUDAD JUÁREZ</b>				
Durango-Sombrerete	136	15,200,000	2,000,000	
Sombrerete-Fresnillo	120	13,400,000	1,000,000	
Lagos-Los Adame	151	4,968,000 b	4,095,000	1,203,300
Celaya-Querétaro	55	927,000 b	927,000	
	Subtotal	\$ 34,495,000	\$ 8,022,000	\$ 1,203,300
<b>4. MISCELLANEOUS ROADS</b>				
1) Durango-Mazatlán	Route not yet located			300,000
2) Tepatitlán-Yahuahualica	58	3,700,000	500,000	100,000
3) Jiquilpán-Colima	225	14,000,000	1,400,000	300,000
4) Circunvalacion Jiquilpán	-	=	100,000	
5) Valles-Tampico	144	3,000,000	1,800,000	360,000
6) Patzcuaro-Tzacambaro	55.5	200,000 a	200,000	30,000
7) México-Tuxpán	173	14,500,000 a	2,300,000	435,000
8) Zacoatepec-Náutla	214	=	5,000,000	1,000,000
9) Náutla-Poza Rica	105	=	4,000,000	600,000
10) Acapulco-Zihuatanejo	220	16,000,000	1,800,000	360,000
11) Ceiba-Huimanguillo	83	4,000,000	300,000 x	60,000
12) Villahermosa-Teapa	58	400,000	400,000	80,000
13) Escarcoba-Chetumal	270	9,000,000	700,000 x	140,000
14) Uxmal-Bolonchenticul	57	2,000,000	500,000	100,000
15) Valladolid-Pto. Juárez	130	7,500,000	500,000	100,000
	Subtotal	\$ 79,300,000	\$ 19,500,000	\$ 3,965,000
<b>5. NOGALES-GUADALAJARA</b>				
Nogales-Guaymas	428	-	2,000,000	1,250,000
Ixtlán-Km. 800	22	2,500,000 b	2,000,000	300,000
Km. 800-Tequila	61	3,000,000 b	3,000,000	450,000
		\$ 5,500,000	\$ 7,000,000	\$ 2,000,000

Road	Length of Section in Kilometers	Estimate of Funds Required to Complete Entire Section	1943 Budget	1943 Budget
			Amount to be Spent in Constr. during 1943	Expenses for Highway Dept. for Surveys, Resident Engineers, etc.
<b>6. MEXICO-SUCHIATE (PAN-AMERICAN HIGHWAY)</b>				
Huajuapán-Teposcolula	63	\$ 1,800,000 b	\$ 1,800,000	\$ 270,000
Teposcolula-7 Cabrillas	65	1,600,000 b	1,475,000	240,000
7 Cabrillas-Nuxino	11	375,000 b	375,000	37,500
Nuxino-7 Km. Sur Huitzo	32	1,100,000 b	1,100,000	165,000
7 Km. Sur Huitzo-Km. 55	84	1,408,000 sa	1,400,000	210,000
Km. 55-Km. 69	14	3,000,000 a	2,308,000	345,000
Km. 69-Km. 82	13	2,000,000 a	1,500,000	300,000
Km. 82-Km. 136	54	2,000,000 a	4,350,000	874,566
Escopetazo-Las Casas	50	2,000,000 a	750,000	150,000
Boqueron-Tapachula	80	31,000,000 a	1,500,000	300,000
México-Suchiate	-	Subtotal.. \$ 52,283,000	\$ 16,558,000	\$ 2,892,066
Baja California	-	" 10,000,000	1,500,000	300,000
Sonora-Pta. Peñasco	-	" 760,000	760,000	150,000
México-Ciudad Juárez	-	" 34,495,000	8,022,000	1,203,300
Miscellaneous Roads	-	" 79,300,000	19,500,000	3,965,000
Nogales-Guadalajara	-	" 5,500,000	7,000,000	2,000,000
		Total.. \$182,338,000	\$ 53,340,000	\$10,510,366

Grand total of 1943 budget - \$63,850,366 pesos

- a Estimate of amount necessary to finish earthworks only.  
 aa Estimate of amount necessary to finish with provisional gravel surface.  
 b Estimate of amount necessary to finish with hard gravel surface.  
 x Construction undertaken directly by the Highway Department.



MEXICAN HIGHWAY DEPARTMENT'S 1943 BUDGET  
FOR ROAD CONSTRUCTION TO BE UNDERTAKEN AS  
FEDERAL-STATE COOPERATION PROJECTS

69

EXHIBIT B

Funds to be Given to the Fol- : Amount of Federal Gov't :  
 lowing State Highway Boards Contribution in 1943 :

Roads on Which Funds Will be Used

	(P e s o s)	
<b>A. Projects Where States are Obligated to Contribute Similar Amount</b>		
Aguascalientes	\$ 200,000.00	: Ojuelos-Aguascalientes-Jalpa (Section Aguascalientes-Jalpa)
Baja California Sur	250,000.00	: Santo Domingo-San Javier-Loreto; San Javier-Comondú; Santiago-Aracho-La Trinidad.
Campeche	200,000.00	: Campeche-Los Chenes (Section from Hopolchén to Bolonchenticul); Campeche-Champotón-(Section Campeche-Seybaplaya).
Chiapas	300,000.00	: Chiapa de Corzo-Fichualco; Las Cruces-Arriaga.
Chihuahua	1,272,500.00	: Parral-Santa Barbara-El Oro; Ciudad Juárez-Vado Cedillos; Chihuahua-Sonora; Chihuahua-Delicias.
Coahuila	1,000,000.00	: Saltillo-Piedras Negras and vicinity; Matamoros-Viesca-La Cuchilla.
Durango	630,000.00	: Ciudad Lerdo-Durango.
Guanajuato	1,250,000.00	: Irapuato-La Piedad; Celaya-Rinconcillo.
Guerrero	500,000.00	: Iguala-Teloloapan-Arcelia.
Hidalgo	1,250,000.00	: Actopan-Tula-Tepeji del Rio; Ixmiquilpan-Tonalongo; Huichapan-Tequisquiapan; Golondrinas-Alfajayucan (bridge).
Jalisco	1,500,000.00	: Ojuelos-Guadalaajara-Barra de Navidad (Section Guadalaajara-Barra de Navidad).
Mexico	1,500,000.00	: Lim. Edo. Querétaro-Toluca-Ixtapán; Toluca-Pantla-Progresso Industrial.
Michoacán	650,000.00	: Tamascal-Huetamo; Morelia-Zinapécuero; Morelia-La Cinta.
Morelos	180,000.00	: Alpuyecá-Yautepec; Amayuca-Tlancualpican; Cuernavaca-Campo Militar.
Nayarit	550,000.00	: El Nuevo-Nanchí; Tepic- Valle de Banderas.
Nuevo León	2,000,000.00	: Monterrey-Roma; China-General Teran.
Oaxaca	120,000.00	: Oaxaca-Fuerte Angel (section Coatlán-Ejutla and Ejutla-Candelaria).
Puebla	600,000.00	: Puebla-Matamoros; Oyoaco-Zacatlán; Tepeaca-Tecali.
Querétaro	30,000.00	: San Juan del Rio-Tequisquiapan.
Quintana Roo	150,000.00	: Chetumal-Peto.
San Luis Potosí	250,000.00	: Puentes de Nuevo Morelos and El Naranjo.
Sinaloa	600,000.00	: Los Mochis-Guasave.
Sonora	750,000.00	: Hermosillo-Sahuaripa.
Tamaulipas	2,000,000.00	: Tampico-El Mante; Victoria-Matamoros; Matamoros-Jabalí.
Tlaxcala	800,000.00	: Apizaco-Calpulalpán; Apizaco-Tlaxco; Tlaxcala-Panzacola.
Veracruz	1,250,000.00	: Acultzingo-Córdoba-Veracruz; Yolotepec-Jalapa-Veracruz; Coatepec-Teocelo; Perote Altótonga; Tamarindo-Chachalacas; Coatzacoalcos-Minatitlán-Coatepec.

Yucatan:

- 2 -

## EXHIBIT B

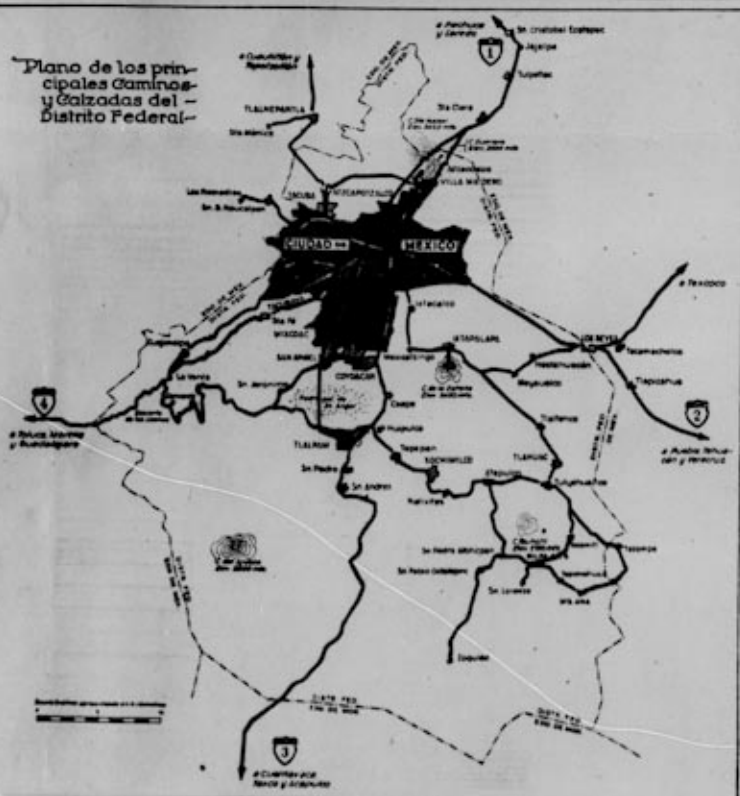
Funds to be Given to the Following State Highway Boards :		Amount of Federal Gov't Contribution in 1943 :	Roads on Which Funds will be Used
		(P e s o s)	
<b>A. Projects Where States are Obligated to Contribute Similar Amount (Cont.)</b>			
Yucatán	:	\$ 180,000.00	:Mérida-Chichén-Itza
Xilitla	:	180,000.00	:Xilitla-Jalpan.
<b>B. Outright Federal Subsidies</b>			
Coahuila	:	350,000.00	:La Rosa-General Cepeda (vicinity)
Colima	:	600,000.00	:Colima-Manzanillo-Sihuatlán
Guanajuato	:	50,000.00	:Guanajuato-San Miguel Allende.
Guerrero	:	50,000.00	:Chilapa-Ruamuxtítlan.
Hidalgo	:	500,000.00	:Pachuca-Huejutla
Puebla	:	500,000.00	:Zacatepec-Huatusco.
Querétaro	:	100,000.00	:Querétaro-San Miguel Allende.
San Luis Potosí	:	500,000.00	:Km.106 del camino San Luis-Antiguo Morelos and Matehuala.
Veracruz	:	500,000.00	:Fortín-Huatusco.
Total.....		\$ 23,302,500.00	

THIS OVERSIZE ITEM HAS BEEN  
MICROFILMED IN SECTIONS.



MAP 1.  
 Attached to Report on  
 The Pan American Highway  
 and  
 Other Roads in Mexico  
 J. Van Ness Philip, R.A.  
 April 7, 1943

Plano de los principales Caminos y Calzadas del Distrito Federal



MAPA ESQUEMATICO  
 —DE—  
**CAMINOS**  
 DE LA  
**REPUBLICA MEXICANA**  
 FORMADO POR LA  
**DIRECCION NACIONAL DE CAMINOS**  
 OFICINA CONCENTRADORA DE INFORMES  
**SECRETARIA DE COMUNICACIONES Y OBRAS PBLICAS**  
 Mexico, D. F.

**EXPLICACION**  
 Representación Esquemática de Caminos y Calzadas  
 En Territorios o del Proyecto  
 Caminos  
 Calzadas  
 Caminos de Ferrocarril  
 El número entre los límites indica el Estado  
 Límite entre Estados  
 Límite del camino  
 Capital de la División  
 Capital de Estado  
 O más de 100,000 m. de más de 20  
 de 50,000 a 100,000 m. de  
 de 10,000 a 50,000 m. de más  
 NOTA: En la sección  
 de los caminos se han representado por la  
 "línea" como los construidos por las  
 autoridades.  
 En los caminos se han construido por  
 Carreteras Paralelas.





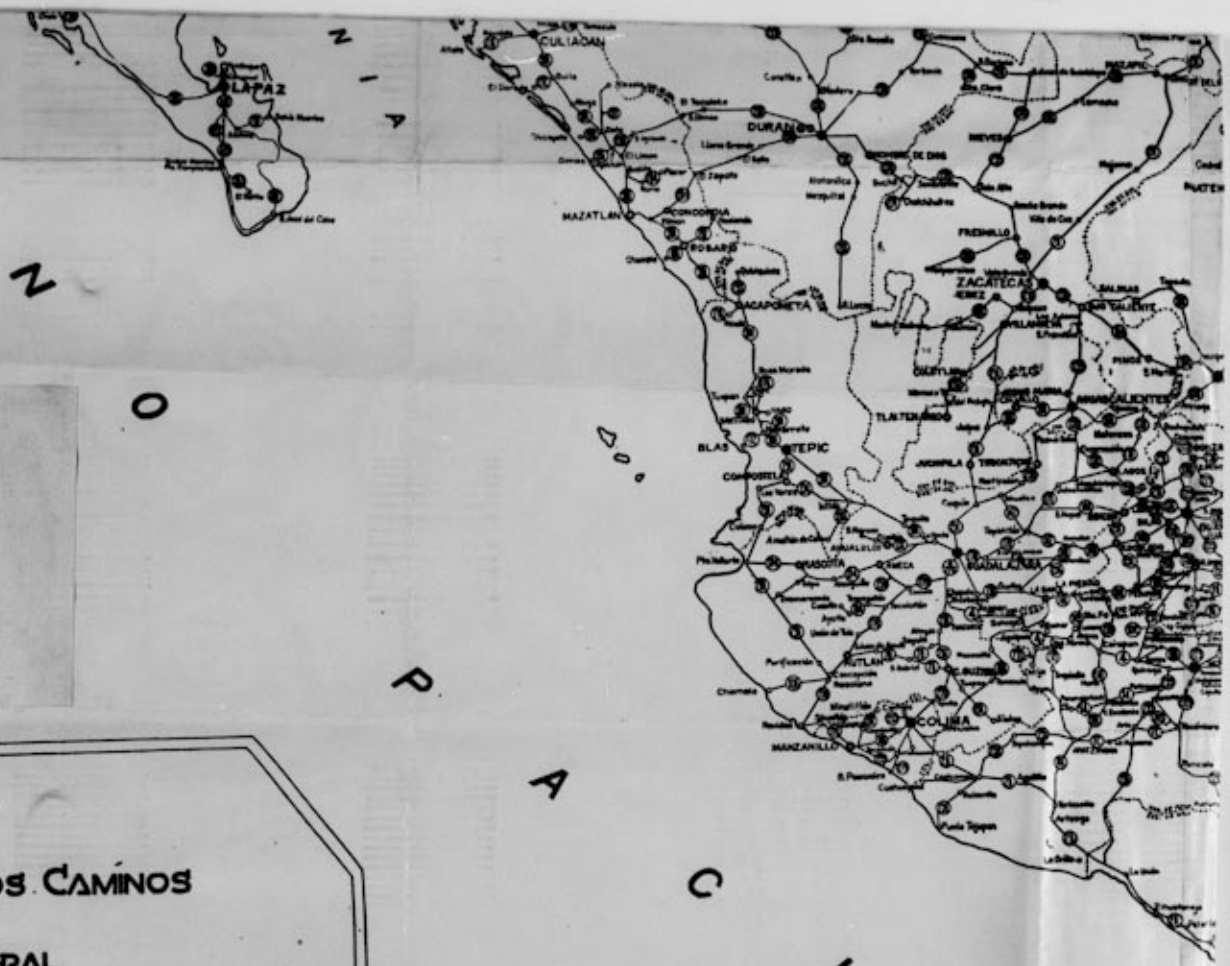
THIS OVERSIZE ITEM HAS BEEN  
MICROFILMED IN SECTIONS.



MAP 2  
Attached to Report on  
The Pan American Highway  
and  
Other Roads in Mexico  
J. Van Ness Philip, R.A.  
April 7, 1943

**NUMERACION DE LOS CAMINOS  
DE LA  
RED GENERAL  
EN LA  
REPUBLICA MEXICANA**

**S.C.O.R.  
DIRECCION NACIONAL DE CAMINOS  
OFICINA CONCENTRADORA DE INFORMES  
MEXICO, D. F. MARZO DE 1942**







# GOLFO DE MEXICO



GUATEMALA

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*copy initialed by the President and sent to State.*

*C.H.  
OIC  
JDR*

*6-26-43*

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DEPARTMENT OF STATE  
WASHINGTON

June 26. 1943

My dear Mr. President:

*x206*

*x246*      *x14*      *x463*      *x364*  
The Netherlands, Belgium, Poland, Yugoslavia and Greece have notified the Department and the War Shipping Administration that they have seamen available to man ships. They request that a few ships be allocated to them on a bareboat charter basis for the duration of the war. No transfer of title is contemplated. *x4772*

Allocations could be made on the following basis:

- A. A preliminary arithmetical formula with each country concerned taking into consideration:
  1. Tonnage under their flag in September 1939;
  2. Tonnage contributed to the war effort;
  3. Tonnage lost during the war;
  4. Tonnage available at the present time.
- B. Principles or policies determined should be subject to the following conditions:
  1. The country concerned should have licensed and unlicensed personnel available to man the ships;
  2. Allocations approved should be subject to strategic military requirements at any time before the allocations are consummated;
  3. Allocations

The President,  
The White House.

*x99  
x L. F. Lend Lease*

- 3. Allocations made and consummated should be subject to the control of the Combined Shipping Adjustment Boards in so far as operations are concerned.

*Filed L. F. State*

This is in accord with the suggestion contained in your memorandum of November 19, 1942 to Assistant Secretary Long regarding the transfer of American ships to Norway. You stated then, "They have idle men--we have the ships--why not marry them?" The same principle could be applied to the United Nations mentioned above.

Great Britain, Russia and Norway have been provided with ships under separate arrangements and with Brazil we have a separate undertaking for replacement of tonnage.

*x48  
x220  
x123*

*x11*

The War Shipping Administration is in accord with the views and I recommend them to you for your approval.

Faithfully yours,

*Cordell Hull*

*x20*

*C.F. State*

July 23, 1943.

~~████████████████████~~

MEMORANDUM FOR THE PRESIDENT

Regarding the request of the Polish Government as presented in the strictly confidential note from the Polish Ambassador on July 19, 1943, that during the year ahead this Government make advances to them in the same amount as during the previous year, that is, \$12,500,000, primarily for the urgent requirements of the Polish Military Underground Movement in Poland, \$8,000,000 of which was requested at once, my recommendation was that we should be prepared to make the requested amounts available. However, it would appear more advisable to make these advancements in several small installments of which the first of \$3,000,000 might be made around August 15th.

*x 463  
x 463-A*

The Department has contacted the Bureau of the Budget and ascertained that the funds are available for this purpose. Will you kindly indicate whether you approve of the above suggestion, in which event I shall immediately notify the Polish Government.

*x 79  
x 119*

DECLASSIFIED  
State Dept. letter, 1-11-72  
By RHP Date FEB 11 1972

*Original returned  
to Secretary  
State 7/24/43*

*CH  
OK  
[Signature]*

*x 20*

(1688)

*Mr. H L Miller has noted*

*hms*

*L. F.  
State*

*OK  
original  
instaled and  
returned to  
State  
9/6/43  
September 1 1943*

*x206*

My dear Mr. President:

It appears that a direct reply should be made to the message recently addressed to you by King George II of Greece, since the British reply spoke for Mr. Churchill and the British Government only.

There is attached for your consideration a suggested reply which conforms to the decisions taken in this matter at Quebec while avoiding the advanced position the British have taken pledging the maximum support in their power to the King, whatever his decision--an assurance which I do not believe we should give.

Copies of the King's appeal and of the British reply are attached for convenient reference.

Faithfully yours,

Cordell Hull

*x20*

*x48*

Enclosures:

1. Draft
2. King's message
3. British reply

The President,  
The White House.

*x L. F. State World War II*

C  
O  
P  
Y

DRAFT

AMERICAN LEGATION  
CAIRO

GREEK SERIES NO.

Your Greek Series no. 43, August 18, noon.

Please communicated the following reply from the President  
to the King of Greece: xpp78202

QUOTE I hope that in the interest of our common war effort  
all Greeks will accept the program announced in Your Majesty's  
radio address of July 4 as a guarantee that they will have full  
opportunity freely to express their political will at the earliest  
practicable moment and that they will meanwhile subordinate other  
considerations to the urgent necessity of winning the war and  
liberating their homeland. UNQUOTE

Please inform the King orally that the President would find  
it difficult to advise him as regards the reply to be made to the  
Greek emissaries now in Cairo, about whom he has little informa-  
tion. However, he doubts that any further statement by the King  
at this time would promote the war effort.

Should any of the representatives of the guerilla or  
political groups seek your views you may advise them in the sense  
of the foregoing, though you should of course not (repeat not)  
quote the President.

CAM

SPECIAL GRAY

Cairo

Dated August 18, 1943

Rec'd 3:55 p.m.

Secretary of State  
Washington.

US URGENT

GREEK SERIES

43, August 18, noon

STRICTLY ~~CONFIDENTIAL~~ FOR THE SECRETARY  
AND UNDER SECRETARY

"One. On July 4 I declared to my people that after their liberation they will be invited to determine by means of free elections the form of their government.

Two. I am now suddenly faced by the most curious situation, of the unexpected arrival of certain individuals from Greece, who are supposed to represent various guerrilla bands. In addition a representative of certain old political parties, who wish to press me to declare that I should only return after a plebiscite which would decide on form of the future regime:

Three. This request raises a new issue on which I feel you should be consulted before any decision

DECLASSIFIED  
State Dept. Letter, 1-11-77  
By J. Schauble Date **MAY**



-2- 43, August 18, noon, from Cairo

decision is made. I am adverse to taking a final decision. For in my opinion what is now proposed although primarily a Greek matter, may have repercussions outside Greece, which might well create precedence or affect political developments in other countries and specially in the Balkans. This apparently local issue may assume a wider character. In these circumstances I would much appreciate your advice as to policy, which would at this time best serve the cause of Greece and the United Nations.

Four. My present personal inclination is to continue the policy agreed with Prime Minister Churchill before I left England. I feel very strongly that I should return to Greece with my troops, even if I left my country after a short period, to work its national interests among our Allies, should subsequent developments make it politic for me to do so."

KIRK

\*4/80

JRL



Department of State

BUREAU  
DIVISION

NE

ENCLOSURE  
TO

Letter drafted

ADDRESSED TO

The President

*file*

*C. F. State*

DEPARTMENT OF STATE  
WASHINGTON

September 15, 1943

My dear Mr. President:

With reference to my letter of September 1, 1943, submitting a suggested reply to the recent appeal of King George II of Greece which was despatched, following your approval, on September 6, 1943, I quote below the text of a personal message of thanks which His Majesty has requested Ambassador Kirk to forward to you: *x4180*

"I am most grateful to you for your message and hope your wise counsel will be most valuable to all Greeks, coming as it does from the head of the government of my country's traditional friend and Ally. My people never can forget all the United States of America have meant to them in happy days and in moments of distress."

*x206*

Faithfully yours,

*C. F. Hull*

The President,  
The White House.

*x20*

Telephone Nov. 3

*G. F.*  
*State*  
*World War II*

6  
October 28, 1943.

*Filed*  
*11-8-43*

Dear Henry:-

I am laid up with the "flu" but hope to be up in time to go to Hyde Park to vote -- and I look forward to seeing you here at the White House on Thursday, November fourth, or Friday, November fifth. Pa Watson will give you a ring to confirm it.

Very sincerely yours,

FRANKLIN D. ROOSEVELT

xpp73338

Henry R. Luce, Esq.,  
9 Rockefeller Plaza,  
New York, N. Y.

SFG  
This telegram must be  
closely paraphrased be-  
fore being communicated  
to anyone. (SC)

Lisbon  
Dated October 23, 1943  
Rec'd. 9:28 p.m.

Secretary of State

Washington

US URGENT

2520, October 23, 6 a.m.

~~SECRET~~ FOR UNDERSECRETARY AND MATTHEWS

I have sent following personal telegram to

Ambassador Winant: x4281

"220, October 23, 6 p.m.

PERSONAL FOR THE AMBASSADOR

I am much disturbed about the plan of TIME and  
LIFE to bring the effects of Portugal's recent  
arrangements with England into the limelight at  
this moment. The success of these arrangements  
from the standpoint of our overall strategy ob-  
viously depends partly on the extent to which they  
can be kept inconspicuous and not too provocative  
to German prestige. If we insist on rubbing it in  
publicly we can hardly fail eventually to provoke  
some German reaction; and any such reaction could  
hardly fail to be disagreeable to the Joint chiefs.

12442

x4675  
x48  
x442  
x20  
x198

As for DECLASSIFIED  
State Dept. letter, 1-11-11

By VRHP Date FEB 11 1972

-2- #2520, October 23, 6 a.m., from Lisbon

As for Salazar he is sensitive to the extreme on this point. Some of our press reaction has already irritated him violently. Anything more of this sort can only increase this effect and serve to complicate seriously the delicate and responsible tasks which now lie before this mission."

WTD

(George F.)

KENNAN

\*

x1773

x L. F. State

HENRY R. LUCE  
9 ROCKEFELLER PLAZA  
NEW YORK

THE WHITE HOUSE  
OCT 25 8 34 AM '43  
RECEIVED

October 23rd, 1943.

Dear Mr. President:-

It has been made clear to me that only you can lift the ban which prohibits me from visiting any active theatre of war except England. I should, of course, be glad of an opportunity to tell you why I think the ban should be lifted.

Respectfully yours,

*Henry R. Luce*

The President,  
Washington, D. C.

HENRY R. LUCE  
9 ROCKEFELLER PLAZA  
NEW YORK

Telephone Nov. 2

THE WHITE HOUSE  
OCT 29 8 24 AM '43  
RECEIVED

October 28th, 1943.

Dear Mr. President:-

Many thanks for your note. I hope the "flu" will quickly vanish -- and that you will once again be able to demonstrate to the world the merits of a free election. (Incidentally I hope there will be photographers present to catch the symbolic importance of your presence in a voting booth.)

Looking forward to seeing you at whatever time General Watson suggests,

Respectfully yours,

*Harry*

The President,  
Washington, D. C.

*Mr. Luce*  
*Oct 29 1943*  
*1000*  
*1000*



# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Henry R. Luce  
9 Rockefeller Plaza  
New York City.

As soon as the President gets back I will take up  
matter your appointment and let you know immediately. Regards

EDWIN M. WATSON  
Secretary to the President

FROM

*november 8  
noon*  
The White House  
Washington

October 29, 1943.

GPO

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Henry R. Luce  
9 Rockefeller Plaza  
New York City.

Your appointment changed to two-fifteen P. M.  
Monday November eighth. Please confirm. Regards.

FROM

*Nov. 8*  
The White House  
Washington

November 5, 1943.

GPO

EDWIN M. WATSON  
Secretary to the President

S 12000  
The White House  
Washington

~~Nov 8~~  
file

WB11 17

NOV 5 1 03 PM 1943

WUX NEWYORK NY NOV 5 1943 1223P

GENERAL EDWIN M WATSON

THE WHITE HOUSE

THIS WILL CONFIRM RECEIPT OF YOUR TELEGRAM SETTING APPOINTMENT  
FOR TWO FIFTEEN MONDAY NOVEMBER EIGHTH. MANY THANKS.

HENRY R LUCE.



*C.F. State*

DEPARTMENT OF STATE  
WASHINGTON

*13 1/5/44*

December 29, 1943

MEMORANDUM FOR THE PRESIDENT

*x 4281*  
You will recall that on September 18, 1943 we instructed Ambassador Winant to obtain the views of the British Government in regard to our proposed approach to the Irish Government on the question of naval and air bases in Ireland. I now enclose paraphrases of two telegrams, dated December 22, from Ambassador Winant, quoting the British Government's reply on this matter. Mr. Eden expresses the opinion that Mr. de Valera would avoid a direct negative reply to any approach on the question of air and naval bases and would seek to cloud the issue by reiterating his grievances in regard to partition. Mr. Eden believes therefore that our proposed approach "would be likely to give rise to acute difficulties" and suggests that "it would be wiser for the United States Government to postpone for the present the approach to Mr. de Valera which they have had in mind".

*x 218*

In view of the attitude of the British Government, I shall let the matter rest unless you wish to discuss it further with Prime Minister Churchill. I note Mr. Eden's statement that Mr. Churchill spoke to you about this matter on December 7.

*Free*  
*x 20*

Enclosures:

1. Paraphrase of telegram no. 8893, December 22, 1943, London.
2. Paraphrase of telegram no. 8903, December 22, 1943, London.



*x 18-13*  
*x 48*  
*x 18*  
*x 25*  
*x 249 official*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, London  
TO: Secretary of State, Washington  
DATED: December 22, 1943, 4 p.m.  
NUMBER: 8893

In view of my absence and also the absence of Prime Minister Churchill and Eden the Department's previous telegram on this subject was held pending my return. While I was in Cairo with the President I explained the British position to him after having discussed the matter at great length with Mr. Churchill on our journey to Cairo. It was my understanding that the President would talk with Mr. Churchill on this question but I do not have any information on the results of any discussion between them.

After returning to London I took up the Department's telegram with Mr. Eden and requested a written reply from him. However, I have little hope that the reply will be favorable.

WINANT

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, London  
TO: Secretary of State, Washington  
DATED: December 22, 1943, 9 p.m.  
NUMBER: 8903

After sending my telegram no. 8893 today I received a communication from Mr. Eden on the question of our proposed approach to de Valera. Following is the text of Mr. Eden's reply:

"On September 19 you left with me a draft approach to Mr. de Valera from the President. I apologize for taking so long to send you the British Government's views.

"The President had already given to Prime Minister Churchill at Hyde Park a draft communication to de Valera. The draft which you left with me was a revised version of the draft received at Hyde Park. Immediately upon his return to England, Mr. Churchill discussed the draft with the Cabinet. You left with me the second draft before any conclusion was reached on the first and we have been carefully considering the matter ever since.

"Material differences were noted in the second draft. The first was a public indictment of Irish policy and a demand for breaking relations with the Axis and providing air and naval bases for the United Nations. The draft which you left with me on September 19 was limited to a confidential suggestion that Ireland assist us by making available base facilities in case they should be needed.

"Although we realize the friendly motives which have inspired this proposed approach by the United States, we feel compelled to tell

you

x18-I  
x25-U

you of certain serious difficulties which we see on careful examination of the proposed approach.

"I would like first of all to relate the history of past efforts which Great Britain has made since the outbreak of war to induce Ireland to abandon its neutrality policy. In June 1940 when the war was at a critical stage the Cabinet sent Malcom MacDonald to Dublin to discuss the possible entry of Ireland into the war. Mr. MacDonald's instructions included the possibility of exploring some form of union between Northern Ireland and Ireland as a quid pro quo. The only reply that could be obtained from de Valera was that he could only contemplate a United Ireland on the basis of all Ireland following a policy of neutrality.

"In December 1941 after the entry of the United States into the war and when Mr. de Valera's views might have been expected to have changed, Lord Cranborne, Dominions Secretary of State, was sent to Ireland to make a further attempt to bring Ireland into the war. Again we received a similar reply. Mr. de Valera made it plain that there was not a chance of Ireland abandoning neutrality until the issue of partition was settled and even then he would give no undertaking that this would happen.

"It seems evident to us that Mr. de Valera's attitude still remains unaltered. In recent private statements he has strongly disapproved the action of Portugal in giving facilities to the United Nations after the tide of war had turned.

"From all the circumstances and all the information in our possession, we believe it almost certain that Mr. de Valera would avoid the direct negative reply to any approach from the United States and would seek to cloud the issue by restating his grievances on partition.

"In view of the very strong feelings both in Northern Ireland and in Great Britain on the question of partition any reopening of the issue at this time would be extremely embarrassing to the British Government.

The

"The British Government feels therefore that the proposed approach by the American Government would likely give rise to acute difficulties even though it did serve the purpose of putting the American views on record. We gather from the second draft that the American Government does not believe that there is at present any immediate need for naval and air bases in Ireland. If such an immediate need existed, the difficulties might have to be faced. Since the immediate need does not appear to exist, we would suggest that the proposed approach to Mr. de Valera be postponed for the present.

"On December 7 Mr. Churchill outlined the foregoing views to the President. It is my understanding that the President, while believing that it would have been a good thing to have the American protests on record, stated that he quite understood the British Government's views. After

"After writing the foregoing I have received your further message from the Department of State. We have carefully considered this message but believe that it does not alter the main arguments set out in this letter regarding the embarrassment which would likely be caused both to the United States and to the British by the proposed approach at the present time."

WINANT

FVS

MEMORANDUM FOR THE UNDER SECRETARY OF STATE,  
2-16-43

C. F. State

The President said "I have heard nothing for a long time about the high octane plant in Mexico and strategically I have to have action and action now. Is the delay? Please go and see the Secretary of the Interior and let me have a definite action report within a few days." --- Copy of the memorandum was sent to the Secretary of the Interior in accordance with Mr. Forster's instructions.

SEE C.F. PETROLEUM ADMINISTRATION FOR WAR



*L. F.  
State*

DEPARTMENT OF STATE  
THE SECRETARY

*file  
6-12-44*

December 29, 1943

MEMORANDUM FOR THE PRESIDENT

I transmit herewith for your consideration a statement of the basic ideas which might be embodied in a constitution of an international organization for the maintenance of peace and security, to be established in accordance with the provisions of the Atlantic Charter, of Point 4 of the Moscow Declaration, and of the Congressional Resolutions. The statement was prepared by our group working on the problems of international organization. Attached to the statement is a memorandum on the principal obligations which would have to be assumed by the members of the projected international organization.

The drafters of the statement recommend

- (1) That there should be a small Executive Council with adequate powers and adequate means to investigate conditions, situations and disputes likely to impair security or to lead to a breach of the peace; to recommend measures for the adjustment of such conditions, situations and disputes; to employ the processes of mediation, conciliation, arbitration, etc., for the settlement of disputes; to prescribe the terms of settlement where other procedures have failed; to enforce its decisions; and to repress acts or threats of aggression;
- (2) That there should be a General Assembly, composed of all member states, whose principal functions and powers should relate to the setting up of a general framework of policy, the development of international law, and the promotion of international cooperation in general;

x4725  
x463-*Conference at Sea*  
x4675 *Moscow Conference*

(3)

(3) That there should be an International Court of Justice; and

(4) That, as needed, there should be created or brought within the framework of the international organization agencies for cooperation in economic and social activities, for trusteeship responsibilities, and for other appropriate purposes.

The drafters have not been able to reach definitive conclusions on a number of crucial questions which are presented in the statement in the form of alternatives. These are indicated on pages 3, 4 and 5.

The entire plan is based on two central assumptions:

First, that the four major powers will pledge themselves and will consider themselves morally bound not to go to war against each other or against any other nation, and to cooperate with each other and with other peace-loving states in maintaining the peace; and

Second, that each of them will maintain adequate forces and will be willing to use such forces as circumstances require to prevent or suppress all cases of aggression.

I hope that at our meeting tomorrow you will find it possible to discuss these matters with us.

C. H.

x 20

December 23, 1943.

PLAN FOR THE ESTABLISHMENT OF AN  
INTERNATIONAL ORGANIZATION FOR THE MAINTENANCE  
OF INTERNATIONAL PEACE AND SECURITY

x5557

x394

I. FUNCTIONS AND PURPOSES

The primary functions of the international organization to be established in accordance with the provisions of the Atlantic Charter, of Point 4 of the Moscow Declaration, and of the Congressional Resolutions, should be, first, to establish and maintain peace and security, by force if necessary; and, second, to foster cooperative effort among the nations for the progressive improvement of the general welfare. The organization should provide means of cooperative action for the creation, operation, and coordination of agencies and procedures for the following purposes;

1. to prevent the use of force or of threats to use force in international relations except by authority of the international organization itself;
2. to settle disputes between nations likely to lead to a breach of the peace;
3. to strengthen and develop the rule of law in international relations;
4. to facilitate the adjustment of conditions likely to impair the security or undermine the general welfare of the peace-loving nations;
5. to promote through international cooperative effort the political, economic, and social advancement of nations and peoples.

II. STRUCTURE AND POWERS

For purposes of maintaining peace and security, the international organization should have the following organs:

1. An

DECLASSIFIED  
State Dept. Letter, 1-11-72  
By R. H. Parks Date DEC 19 1972

1. An Executive Council <
2. A General Assembly ^
3. An International Court of Justice \*

All members of the organization should be represented on the General Assembly. The representation on the Executive Council should be limited, as indicated below.

For purposes of fostering good international relations and promoting general welfare, the organization should have, in addition to the organs above indicated, an agency for cooperation in economic and social activities, an agency for trusteeship responsibilities, and such other agencies as may be found necessary.

The various component organs and agencies of the organization should have appropriate administrative staffs.

The organization should have powers as follows:

1. to examine and investigate any condition or situation the continuation of which is likely to impair the security or undermine the general welfare of the peace-loving nations;
2. to recommend measures for the adjustment of such conditions and situations;
3. to prescribe the terms of settlement of disputes referred to it when the parties to the disputes have failed to find other means of pacific settlement;
4. to take jurisdiction over disputes upon its own initiative;
5. to enforce its decisions with regard to the settlement of disputes;
6. to determine the existence of threats or acts of aggression and to take measures necessary to repress such threats or acts;
7. to establish a system of armaments regulation upon the basis of international agreement.

These

These powers should be exercised by the respective organs of the international organization in the manner indicated below.

### III. THE EXECUTIVE COUNCIL

The composition of the Executive Council should be determined upon the principle that certain nations have exceptional responsibilities for the maintenance of international security and therefore should have indeterminate tenure; the responsibility of other states for the maintenance of security should be reflected by membership of a number of such states elected for limited periods.

The Executive Council should accordingly consist initially of:

The United States of America, the United Kingdom, the Union of Soviet Socialist Republics, and China (members with indeterminate tenure), together with

1. three other members, with the understanding that the Executive Council should always consist of members with indeterminate tenure and an equal number less one of elected members, or
2. not less than three nor more than eleven other members.

The elected members should be chosen annually by a two-thirds vote of the General Assembly, but should not be immediately eligible for re-election. The General Assembly may alter the total membership of the Executive Council, the membership with indeterminate tenure, the method of selecting other members and the length of their tenure. Such alterations should be effected by a two-thirds vote of the General Assembly, provided all the members having indeterminate tenure on the Executive Council vote in the affirmative.

#### Alternatively

The Executive Council might initially be composed of the United States of America, the United Kingdom, the Union of Soviet Socialist Republics, and China solely.

The Executive Council should be in continuous session and should have primary responsibility with respect to the security functions and security powers of the international organization. Except for procedural decisions, which should be taken by a majority vote, all other decisions should be by a two-thirds vote, with the qualifications indicated below. In no decision of the Executive Council should the vote of a party directly involved in a dispute and represented on the Executive Council be counted. A party deemed by the Executive Council to be directly involved in a dispute and not represented on the Council should be invited to participate in the consideration of the dispute in the Council, without right of vote.

The Executive Council should operate as follows:

1. Any member of the international organization may bring to the attention of the Executive Council any condition, situation, or dispute the continuation of which is likely to impair the security of itself or of any other member of the organization, or to lead to a breach of the peace. The Executive Council should have the right to institute an investigation of any such condition, situation, or dispute, and to make recommendations to the states concerned.

2. Any member of the international organization may refer to the Executive Council for settlement any dispute in which it may be involved. The Executive Council should have the right, upon its own initiative, to take jurisdiction over any dispute the continuation of which, in its judgment, may lead to a breach of the peace.

3. The Executive Council should have the right (a) to prescribe the terms of settlement of a dispute within its jurisdiction, (b) to institute measures for the enforcement of its decisions, (c) to determine the existence of a threat or act of aggression, and (d) to institute measures to repress such threat or act. The decision of the Executive Council in these matters should require;

unanimity of all members with indeterminate tenure

Alternatively

✓ three-fourths vote of the members with indeterminate tenure

a. any

- √a. any abstaining or dissenting member being obligated by the decision; or
- √b. any abstaining member being obligated, but a dissenting member not being obligated by the decision though bound not to obstruct action; or
- √c. any abstaining or dissenting member not being obligated by the decision but obligated not to obstruct action. ]

4. The Executive Council should have the right to ask the assistance of the General Assembly in the settlement of any dispute pending before it, and it should inform the General Assembly of any decisions or recommendations made by it. Whenever feasible, the Executive Council should ask the General Assembly for its assistance in the enforcement of its decisions.

5. The Executive Council should have the right to request from the International Court of Justice an advisory opinion on the legal aspects of any question pending before it.

6. The Executive Council should have the right to set up any technical agencies it may deem necessary for the performance of its functions.

#### IV. THE GENERAL ASSEMBLY

The initial membership of the General Assembly should comprise all of the United Nations and nations associated with them. The General Assembly should meet annually, but it may be convened in special session on its own initiative or on the initiative of the Executive Council. Its decisions should be by a majority vote, except as indicated below.

#### Alternatively

√The International Organization should be instituted by the United and Associated Nations. But when the basic document secures the requisite ratifications to become effective, all duly

recognized

recognized independent states should be considered member states. In case of doubt, the Executive Council should determine whether a state is a duly recognized independent state.

[A state which in the judgment of the Executive Council has violated the peace of nations may be debarred by the Executive Council from exercising any or all of the rights given to member states under this Constitution for a stated period of time.]

The General Assembly should operate as follows:

1. Any member may bring to the attention of the General Assembly any condition, situation, or dispute the continuation of which is likely to impair the security or the general welfare of itself or of any other member of the organization, or to lead to a breach of the peace. The General Assembly should refer to the Executive Council, for the institution of measures, any condition, situation, or dispute related to security which it deems of sufficient gravity to require immediate consideration. It should refer to the Executive Council or to the appropriate agencies of the international organization any condition or situation not directly related to security which it deems to merit their consideration.
2. The General Assembly should receive from the Executive Council, from the agency for cooperation in economic and social activities, from the agency for trusteeship responsibilities, and from other agencies, reports of their decisions and recommendations.
3. The General Assembly should initiate studies and make recommendations concerning (a) the interpretation and revision of rules of international law and (b) the promotion of international cooperation.
4. The General Assembly should, by a two-thirds vote, admit other nations to membership in the international organization.

Alternatively

[All duly recognized independent states shall be considered member states. In case of doubt the Executive Council shall determine whether a state is a duly recognized independent state.]

5. The



5. The General Assembly may alter the total membership of the Executive Council, the membership with indeterminate tenure, the method of selecting other members and the length of their tenure. Such alterations should be effected by a two-thirds vote of the General Assembly, provided all members having indeterminate tenure on the Executive Council vote in the affirmative.

6. The General Assembly should, by a two-thirds vote, select judges of the International Court of Justice.

7. Except for such agencies as may be created by the Executive Council, the approval of the general Assembly should be required for the creation or modification of permanent technical agencies included within the framework of the international organization.

8. All administrative and budgetary arrangements should require approval of the General Assembly, except such arrangements as the General Assembly may empower agencies of the organization to make on their own initiative.

December 29, 1943

PRINCIPAL OBLIGATIONS OF A MEMBER STATE

1. To refrain from use of force or threat to use force in its relations with other states and from any intervention in the internal affairs of other states, except in performance of its obligation to contribute to the enforcement procedures instituted by the Executive Council.

2. To settle all disputes with other states by pacific means and, failing such settlement, to submit any such dispute likely to endanger the peace to the Executive Council or to such agencies or procedures as the Council may designate.

3. To recognize the right of the Executive Council, on its own initiative or on the initiative of any member state, to examine, investigate, and act upon any dispute, condition, or situation deemed by it as likely to endanger the peace.

4. To accept as binding the decisions of the Executive Council in the settlement of a dispute of which the Council takes jurisdiction and to carry out in good faith the recommendations of the Council with respect to conditions or situations deemed by it as likely to endanger the peace.

5. To submit all justiciable disputes in which it may be engaged to the International Court of Justice and to accept as binding the decisions of the Court.

6. To make such contribution to the facilities and means which the Council may require for the enforcement of its decisions or for the prevention or repression of aggression as may be agreed upon in advance or, in the absence of such agreement, as the Executive Council may deem appropriate.

7. To enter into an eventual general agreement with other member states for the regulation of national armaments.

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State Dept. Letter, 1-11-72  
By R. H. Parks Date DEC 19 1972

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