

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	NRe
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	NRe
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

5865 11/121 BLUE RECEIVED AT BRANCH OFFICE, 437 WEST PICO STREET, LOS ANGELES, CALIF.

DOUGLAS ARIZ 1020A OCT 14 1921

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA 55

1344 SOUTH FIGUEROA ST LOSANGELES CALIF

PHOENIX DID NOT SEND REPRESENTATIVE TO MEETING OF DIRECTORS IN TUCSON YESTERDAY BUT INSTEAD SENT WRITTEN OFFER FROM AUTOMOBILE CLUB OF ARIZONA TO SIGN BANKHEAD HIGHWAY THROUGH ARIZONA FREE OF CHARGE BUT THEIR OFFER WAS DECLINED / PRESIDENT SUTTER AND MYSELF AUTHORIZED TO GO TO PHOENIX FOR FINAL CONFERENCE WITH DEMAND THAT THEY REPUDIATE RECENT ACTION AND CARRY OUT PLEDGE MADE AT DOUGLAS / RESOLUTION PASSED PLEDGING ASSOCIATION TO SIGN ROAD FROM ELPASO TO YUMA BY AJO IF PHOENIX CONTINUES TO REFUSE YOU PERMISSION TO SIGN IN MARICOPA / WILL BE IMPOSSIBLE FOR SUTTER TO GO TO PHOENIX UNTIL MIDDLE OF NEXT.

NOTED CEM

CLASS OF SERVICE	SYMBOL
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Day Letter	Blue
Night Message	NRe
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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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RECEIVED AT BRANCH OFFICE, 437 WEST PICO STREET, LOS ANGELES, CALIF.

SECOND SHEET 55

WEEK / WRITE US WHETHER YOU WILL SIGN ROUTE FROM TUCSON TO YUMA BY AJO IN CASE WE CUT OUT PHOENIX LETTER FOLLOWS ELY MARTIN

1139AN

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Automobile Club of Southern California

GENERAL HEADQUARTERS - 1344 SOUTH FIGUEROA ST. - LOS ANGELES
 SAN DIEGO COUNTY OFFICE
 137 BROADWAY,
 SAN DIEGO, CAL.

October
 19th
 1921

Col. Ed. Fletcher,
 San Diego,
 Calif.

My dear Colonel:

Attached hereto please find correspondence referring to the signposting of the Bankhead National Highway from San Diego to El Paso which may be helpful to you on your forthcoming trip.

I am turning the original correspondence over to you and request that same be returned to us when you return from your forthcoming trip.

Very truly yours,

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA,

By *C. E. McStay*
 Field Secretary.

CEM/MN

C. E. McStay.

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Automobile Club of Southern California

GENERAL HEADQUARTERS - 1344 SOUTH FIGUEROA ST. - LOS ANGELES

SAN DIEGO COUNTY OFFICE
137 BROADWAY,
SAN DIEGO, CAL.

October
19th
1921

Col. Ed. Fletcher,
San Diego,
Calif.

Dear Sir: RE: SIGNPOSTING BANKHEAD NAT'L HIGHWAY
from SAN DIEGO to EL PASO

Following our conversation this morning I conferred with Mr. Mitchell over the phone and I am authorized to state to you that our organization is ready and willing to signpost the Bankhead National Highway from San Diego to El Paso either via Phoenix or via Ajo, in accordance with the agreement made at the Douglas meeting in May last, or we are willing to withdraw entirely from this controversy. The decision rests entirely with the authorities along the routes mentioned.

You are therefore authorized to make this offer in the name of the Automobile Club of Southern California and we will await with interest advices from you whether to immediately proceed with this work or to abandon the plans therefor.

Yours very truly,

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

BY

C. E. McStay
Field Secretary.

CEM/MN

Cal.
from
work or

By

CEM/MN
AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA
San Diego County Office
137 Broadway,
San Diego, Cal.

October 19th, 1921

Col. Ed Fletcher,
San Diego, Calif.

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from SAN DIEGO to EL PASO

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Yours very truly,

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

By C. E. McStay,
Field Secretary

CEM/MN

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Night Message	Nite
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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
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Night Message	Nite
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RECEIVED AT 25 So. Main St., Yuma, Ariz.

83GS CN 99 BLUE

LOSANGELES CALIF 1048A OCT 22 1921

COL ED FLETCHER

20
HOLD YUMA ARIZ

ADVICES FROM DOUGLAS AND ELPASO STATE SUPERVISORS MARICOPA COUNTY HAVE AGREED TO OUR SIGNPOSTING PHOENIX ROUTE PROVIDING WE USE NAME ARIZONA AUTO CLUB WITH OUR NAME STOP WE WILL DO THIS IN ALL COUNTIES WHERE SAME IS AGREEABLE TO SUPERVISORS AND COMMERCIAL BODIES WHO PARTICIPATE IN EXPENSE STOP WE STRONGLY FAVOR SIGNPOSTING BOTH AJO AND PHOENIX ROUTES AND URGE YOU SO ARRANGE IF POSSIBLE ALSO INSIST UPON SANCTION OF STATE HIGHWAY DEPARTMENT AS WELL IN ORDER WE MAY NOT BE PLACED IN POSITION

CLASS OF SERVICE	SYMBOL
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RECEIVED AT 25 So. Main St., Yuma, Ariz.
83GS CN SECOND SHEET FLETCHER YUMA ARIZ.

OF FORCING OURSELVES IN THE STATE ALSO HAVE YUMA COUNTY FORMALLY AUTHORIZE SIGNPOSTING THERE STOP REGARDS

C E MCSTAY

1240P

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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RECEIVED AT 20-22 NORTH CENTRAL AVENUE, PHOENIX, ARIZONA.

1921 OCT 25 PM 1 21

A152GS 75 5 EXTRA BLUE

F LOSANGELES CALIF 1132A 25

COL ED FLETCHER

214

CARE ADAMS HOTEL PHOENIX ARIZ

MANY THANKS FOR YOUR ACTION AND WIRE STOP PLEASE LET ARIZONA CLUB OFFICIALS AND PHOENIX PEOPLE UNDERSTAND WE HAVE NO SELFISH MOTIVE AND WILL COOPERATE NOT ONLY IN DEVELOPING TRAVEL TO AND THROUGH ARIZONA BUT ASSIST THEM IN EVERY POSSIBLE MANNER IN BUILDING UP THEIR OWN ORGANIZATION STOP WE REALIZE WHAT BENEFITS OUR NEIGHBORS BENEFITS ALL OF SOUTHERN CALIFORNIA AND THIS IS EQUALLY TRUE AS IT APPLIES TO THEM REGARDS
AUTOMOBILE CLUB OF SOUTHERN CALIF C E MCSTAY FIELD SECY.

November 5, 1921

Mr. C. E. McStay,
Automobile Club of Southern California,
Los Angeles, California.

My dear Mr. McStay:

Answering your letter of October 31st, which I find on my desk on my return from San Francisco, will say that Yuma, Pima and Cochise counties will pass formal resolutions, and forward them in a few days, authorizing the Automobile Club of Southern California to put signs on the Ajo route, and will probably call it the "Borderland Route".

I had a talk with the state engineer, Mr. Maddock, also with the Chamber of Commerce of Phoenix, and they confirmed the arrangement whereby the Auto Club is to put the "Auto Club of Southern California" and the "Auto Club of Arizona" on the same sign, and sign the Bankhead highway thru Pinal and Maricopa counties.

Regarding the exact location of the route between Phoenix and Yuma, I would suggest that you leave that matter entirely up to Mr. Maddocks, the state engineer and sign-post the temporary route.

Governor Campbell told our party, and it also came out in the papers the next day, that the highway would be in good passable shape between Phoenix and Yuma in two years. I believe Phoenix is going to get busy. While I was in Tucson nearly every organization endorsed a bond issue of \$250,000 in Pima County to complete the highway to the Yuma county line, 80 miles of which is already constructed. Between Tucson and Ajo we made 50 miles an hour, a fine piece of work.

We are assisting Yuma county in selling its bonds at par, \$250,000, with which to complete the road, with federal aid money, to the Maricopa County line, and also to put in a good passable road to the Pima

Page Two/

County line via the Ajo route. I do not think you will have any more trouble over in Arizona.

I will send you the official resolutions as acted on by the boards of the Yuma, Pima and Cochise counties, as soon as I receive them.

Yours very truly,

EF:KLM

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HOME 60259
MAIN 4406

Automobile Club of Southern California

GENERAL HEADQUARTERS - 1344 SOUTH FIGUEROA ST. - LOS ANGELES

November 12, 1921.

Col. Ed Fletcher,
Fletcher Bldg.,
San Diego, Calif.

My dear Colonel:

I would very much appreciate a report from you on the signposting situation in Arizona as the result of your meeting at Tucson. We have received considerable correspondence from various parties interested, but I wish to have your understanding of the situation in order that I may present same to our Board of Directors at its next meeting, my action in requesting you to act as our representative in this matter having been confirmed by the Board.

With kind regards, I am

Very truly yours,

Field Secretary.
(C. E. McStay)

OEM:W

November 14 1921

Mr. Carl McStay, Field Mngr.,
Automobile Club of Southern California,
Los Angeles, California.

My dear Mr. McStay:

Answering yours of November 12th, will say we reached a unanimous agreement at Tucson, and on the following basis:

That the Automobile Club of Southern California was to sign the Borderland Route from San Diego to El Paso, via Ajo, and have it marked "Borderland Route".

That the counties in Arizona thru which it passes would pass formal resolutions to that effect, that all signs bear the words "Auto Club of Southern California" and would also express a desire whether or not they wanted the words "Auto Club of Arizona" put on.

I will soon furnish you with the official resolutions of the Boards of Supervisors.

As regards the Bankhead Highway, it was agreed that the route to be signed was from Yuma to Phoenix and Phoenix to Tucson, via Florence, thence East to El Paso; that in any event the "Auto Club of Southern California" was to be put on the signs, also "Auto Club of Arizona" in any counties where the counties themselves formally requested it.

San Diego and Imperial Counties will want the Automobile Club of Southern California to sign-post to Yuma via El Centro and Holtville and have on the signs "Borderland Route and Bankhead Highway". Each county from Yuma via Ajo and Tucson to the New Mexico line will want the words "Borderland Route" in any event, and will express themselves as to whether or not they want the words "Bankhead Highway" in addition. I have recommended that they put on the signs both "Bankhead Highway and Borderland Route" from Tucson to El Paso.

We have no authority to mark it Bankhead Highway from Yuma to Tucson via Ajo.

December 20, 1921.

Automobile Club of Southern California,
1344 South Figueroa Street,
Los Angeles, California

Attention Mr. McStay.

Gentlemen:

Confirming our understanding, inclosed herewith find authority of the Board of Supervisors of Yuma County, dated November 25th, 1921, also the authority of the Board of Supervisors of Cochise County, dated November 22d, 1921, together with letter of November 28th, 1921 of the Southwestern Bankhead Highway Association, guaranteeing the cost, also authorization of the Board of Supervisors of Pima County, dated November 8, 1921 - all giving the Automobile Club of Southern California authority to sign the highway from Yuma via Ajo to the New Mexico line, same to be sign-posted "Borderland route", and payment of same guaranteed at the rate of \$1.25 per mile.

I inclose also copy of letter from the County engineer of Yuma County dated December 5th, 1921, all of which is explanatory.

Under date of December 16th, 1921, I received the following information from Douglas, Arizona. It was a letter written to the Southwestern Bankhead Highway Association by the Phoenix Chamber of Commerce, gist of which is contained in the following paragraph:

"The Board of Supervisors of Maricopa County have agreed to the arrangement for having the road signed by the Southern California Automobile Club, with the request that the mark of the Automobile Club of Arizona be placed on the signs in Maricopa County. It is probable that other counties will be glad to have the Arizona Club's emblem on the sign in addition to the emblem of the Southern California Club. This is, however, a matter for each individual county to decide for itself."

As Yuma County, Pima County and Cochise County have not asked for the Automobile Club of Arizona's insignia to be put on these signs, you will please eliminate them, and only put the Auto Club of Southern California sign on? However, if it is satisfactory to the Boards of Supervisors of any of these counties mentioned to later on add the Auto Club of Arizona insignia, this is satisfactory to us.

Please let me know at an early date how soon you are going to get into action.

Yours very truly,

ED FLETCHER

EF:AH

ED WITCHER

Yours very truly,

are going to get into action.

Please let me know at an early date how soon you

Club of Arizona insignia, this is satisfactory to us.

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However, it is satisfactory to the Boards of Supervisors

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the road signed by the Southern California Auto-

County have agreed to the arrangement for having

"The Board of Supervisors of Maricopa

which is contained in the following paragraph:

Association by the Phoenix Chamber of Commerce, list of

a letter written to the Southwestern Bankhead Highway

the following information from Douglas, Arizona. It was

Under date of December 18th, 1931, I received

which is explanatory.

engineer of Yuma County dated December 5th, 1931, all of

I inclose also copy of letter from the County

at the rate of \$1.25 per mile.

posted "Borderland route", and payment of same guaranteed

Yuma via A to the New Mexico line, same to be sign-

Southern California authority to sign the highway from

November 8, 1931 - all giving the Automobile Club of

action of the Board of Supervisors of Pima County, dated

Highway Association, guaranteeing the cost, also authori-

of November 28th, 1931 of the Southwestern Bankhead

County, dated November 28d, 1931, together with letter

authority of the Board of Supervisors of Cochise

Yuma County, dated November 25th, 1931, also the

with kind authority of the Board of Supervisors of

Containing our understanding, inclosed here-

Gentlemen:

Attention Mr. Mestay.

Los Angeles, California
1344 South Figueroa Street,
Automobile Club of Southern California,

December 20, 1931.

I expect to send the formal resolutions to
you in a few days from Yuma, Pima and Cochise counties.

While in Phoenix I had a conference with Mr.
Maddock, the state engineer, and in the presence of Mr.
Conway, the county engineer of Yuma County, the above
arrangement was agreed to.

Thanking you for your cooperation in this
matter, I am

Sincerely yours,

EF:KLM

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HOME 60259
MAIN 4406

Automobile Club of Southern California

GENERAL HEADQUARTERS - 1344 SOUTH FIGUEROA ST. - LOS ANGELES

Auto

Jan. 3rd, 1922.

Col. Ed Fletcher,
Fletcher Bldg.,
San Diego, California.

My dear Col. Fletcher:

Your communication of Dec. 20th referring to the project of signposting the Bankhead National Highway, etc., from San Diego to El Paso, is before me.

A situation has developed which I fear will retard if not altogether prohibit our organization carrying out this project.

In a conference with Mr. Harry Welch of the Phoenix Chamber of Commerce recently it was brought out that first, the Arizona Automobile Association has already placed its signs across Maricopa County; therefore, any work that we might do in that section would merely duplicate that already done; second, that it is the announced intention of that organization to replace any signs that might be erected by our organization in the State of Arizona as rapidly as their funds would permit.

It was also brought out that the Arizona organization is endeavoring, with some measure of success, to handle the situation in that State themselves; therefore, we do not wish to be placed in the position of antagonizing or interfering with a body doing a similar line of work.

I take the position, and I feel sure that Mr. Mitchell and our Board of Directors will sustain me, that we have no right to spend funds

-2-

derived from the members of this body, unless such expenditures can provide for the perpetuation and maintenance of a through and complete system of signs that will tend to develop travel to Southern California.

The plan as originally laid out by our engineers included the signposting of the main route of travel north and south through New Mexico from Socorro (the junction point with the National Old Trails Road) to El Paso, thence westward from El Paso to San Diego. This would provide a channel of travel southward from Big Springs, Neb., on the Lincoln Highway, to Trinidad, Colo., Socorro, New Mexico, to El Paso, Texas, by means of which travel could conveniently find its way over the southern route. This was a part of the original plan of transcontinental signs laid out in 1914 and our signs have been standing and under constant maintenance from Big Springs, Neb., to Socorro, New Mexico, for seven years.

That portion of the project which is of so much interest to San Diego, however, we have been unable to accomplish, first, by reason of a lack of interest on the part of the authorities and organizations along the route, and latterly, because of the attitude taken by the Arizona Automobile Association.

If you can suggest any feasible means by which this can be overcome without leaving Phoenix and vicinity out of the plan entirely (which in my opinion would incur a bitter feeling, detrimental to the trade interests of all of Southern California) we certainly would like to hear from you.

In assuming the greater portion of the expense for the work contemplated (the cost of same would actually be several times the \$1.25 per mile charge fixed) we must have very definite assurance that the signs erected will be permitted to remain, otherwise our organization would be wasting a considerable sum which this project involves.

I will await with much interest your reply hereto.

With kindest personal regards, I am

Very truly yours,

C. E. McStay
Field Secretary.
(C. E. McStay)

GEM:W

*28 (1-24) 2-2-22
967671*

January
Twenty-four
1922

Mr. Carl E. McStay,
Automobile Club of Southern California,
Los Angeles, California.

My dear Mr. McStay:

Answering yours of January 3d, enclosed find the original letter from Thomas Maddock, state engineer of California, whose consent you asked me to get in the matter of sign-posting thru the counties of the state of Arizona.

I have secured the formal consent of Pima, Cochise and Yuma counties. The State Engineer of California has approved.

You wired the meeting at Tucson, stating I had full authority to speak on behalf of the Automobile Club of Southern California. I have delivered my part of the contract, and I want to know at an early date whether or not the Automobile Club of Southern California is going to do as it agreed to do.

You make a mistake, McStay, if you give me a negative answer on this matter, for I am deadly in earnest, and I am only hoping that the Automobile Club of Southern California will put this route on the map, and immediately.

May I have a reply at the earliest possible date?

Yours sincerely,

ED FLETCHER

EF:KLM

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GENERAL OFFICE PHONES
HOME 60259
MAIN 4406

Automobile Club of Southern California

GENERAL HEADQUARTERS - 1344 SOUTH FIGUEROA ST. - LOS ANGELES

April 7, 1922.

Col. Ed Fletcher,
Fletcher Bldg.,
San Diego, Calif.

My dear Colonel:

Your communication of the 30th ult., to Mr. Mitchell, enclosing therewith letter from Dr. Johnson of the Lee Highway Association, was referred to me and I made an effort to see you while in San Diego attending the ceremonies of the commencement of construction work on the signposting system between San Diego and El Paso, but found that you were out of the city.

Inasmuch as the signs have already been made up and shipped to the necessary points along the road and the construction outfit is already engaged in the work of construction, it will not be possible to make any change in the type of sign. Two types of signs are being erected, the route sign showing the Bankhead Highway and Borderland Route names where both routes traverse the same road. The second and more important sign is the direction sign with its arrows, names of communities and mileages thereto. This sign carries no other matter, our idea being to condense it as much as possible in order to provide large, readable lettering.

I note with satisfaction that Dr. Johnson expresses his willingness to eliminate Lee Highway signs on all sections of the road between San Diego and El Paso where the same route which we are now signposting is traversed, and I believe this will eliminate the possibility of any controversy.

Concerning the signposting of the route by way of Phoenix, you are probably aware that Phoenix has so far declined our offer to

signpost that route as well as the route by way of Ajo. I expect to go to Phoenix for a conference with their Chamber of Commerce and Automobile Club officials about the 15th inst., at which time our offer to signpost this route will be renewed. By that time, however, we hope that our construction outfit will have completed the greater portion if not all of the construction work in Arizona along the Ajo Route.

My best efforts will be given to trying to induce the people of Phoenix to co-operate, as our organization has no desire to influence travel away from that section. We are, however, committed to signpost the route from San Diego to El Paso and that is being rushed to completion as rapidly as possible.

Frankly, I do not believe that we will suffer the loss of any travel or in any other manner retard the development of the Lee Highway by reason of not having its markers placed along the route between El Paso and San Diego, and if you will use your efforts to discourage the demand for same it will be appreciated.

With kindest personal regards, I am

Very truly yours,



Field Secretary.
(C. E. McStay)

CEM:W

April Eleventh 1922

Mr. Carl. E. McStay,
Automobile Club of Southern California,
Los Angeles, California.

My dear McStay:

Answering your letter of the 7th, do I understand from your letter that no arrangements can be made to put the words "Lee Highway" on the Automobile Club of Southern California signs from San Diego to Phoenix, via Yuma, even if we pay for it? Or, will it be necessary for us to put up independent signs?

I hope the Auto Club will cooperate with us in this matter and will appreciate an early reply.

Yours sincerely,

EF:KLM

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Automobile Club of Southern California

GENERAL HEADQUARTERS - 1344 SOUTH FIGUEROA ST. - LOS ANGELES

April 13th, 1922.

Col. Ed Fletcher,
Fletcher Bldg.,
San Diego, Calif.

My dear Colonel:

I just returned from Phoenix this morning following a conference with the Phoenix Chamber of Commerce, the Automobile Club of Arizona and the Board of Supervisors of Maricopa County, regarding the signposting of the route by way of Phoenix, and I find your letter of the 11th inst., on my desk.

The signs have already been erected from San Diego through to Tucson, the construction outfit reaching the latter point last night; therefore, I do not see how it would be possible for us to make a change in the present system of marking. All of the signs from Tucson eastward to El Paso and from El Paso to Kent, Texas, an important junction point of western Texas Highways, and from El Paso northward to Socorro, N. M., the junction point with the National Old Trails Road, have already been made up and shipped to points along the route for the construction outfit; therefore, it would not be possible at this time to make any change in same.

I am returning herewith the letter from Dr. Johnson on this matter, the sixth paragraph of which I quote herewith:

"In case it should seem best to all concerned, this organization is entirely willing to have Bankhead Highway signs placed and to omit Lee Highway signs on all sections between San Diego and El Paso where the Lee Highway is routed over the main line of the Bankhead Highway".

It would seem, therefore, advisable to allow this matter to rest, at least until maintenance work or changes in the route require reconstruction and the sending of equipment over the route again, for you know that travel will follow the signposted route regardless of what it is called, and the only signposted route connecting El Paso with any Southern California point

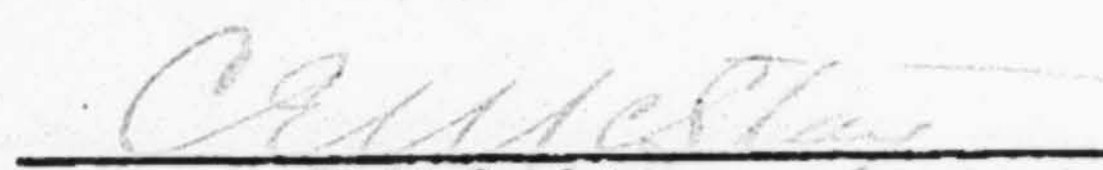
-2-

will be, at least for some time to come, the route which we are now marking between San Diego and El Paso. There is no likelihood of our organization signposting any other road, nor does it seem likely that any other organization as yet formed would be able to undertake such an expense.

We trust, therefore, that we may have your co-operation in this matter.

With kindest personal regards, I am

Very truly yours,


Field Secretary.
(C. E. McStay)

CEM:W

P.S.

At the conference held in Phoenix yesterday we again offered to signpost the route by way of Phoenix as well as the Ajo Route, in order that there might be no feeling on the part of the people of Phoenix that we were attempting to divert travel away from that point. The matter is now under consideration by the Board of Supervisors of Maricopa County and we expect advices from them within a very few days.

Considerable surprise was manifested by the representatives of the organizations present at the speed which we had shown in getting the work under way via Ajo, and it appeared to me that the Phoenix people would also get into line. If they do I feel that the demand in that section for a more direct connection with Los Angeles will be somewhat abated, and I trust that this will be the result for I can see no way by which another through road project can be successfully carried out for some years to come, and personally I would very much dislike to see another factional fight started.

C.E.M.

cc - Johnson

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA
1344 South Figueroa St. - Los Angeles

April 20, 1922.

Mr. Frank J. Belcher, Jr., President,
First National Bank,
San Diego, California.

Dear Mr. Belcher:

Replying to your letter of the 19th inst., concerning markers of the Lee Highway:

We are desirous of co-operating with any and all of the highway associations interested in the development of transcontinental routes leading to Southern California and we regret that the matter of recognition of the Lee Highway was not taken up with us in sufficient time for this to be given consideration in the work now in hand. Our construction outfit has reached El Paso and is now moving northward connecting the routes leading to San Diego with the balance of the transcontinental signing system of the Club, and it is not likely that we will have another construction outfit over that road during the remainder of this year.

We are, however, communicating with the Lee Highway Association to ascertain the type of marker used by them and to determine to what extent they would be willing to co-operate with us when replacements and changes in the system just built are made. Naturally we do not favor the idea of other bodies using the posts erected by our organization, as in many places several different transcontinental routes use the same section of road and a confusion and multiplicity of signs would result. We will, however, give the fullest consideration to the Lee Highway or any other well organized and responsible highway association for whatever benefit they may be to this section of the country as well as the benefit which we may do them by a mutual co-operation.

Thanking you for taking this matter up with Mr. Fletcher, I am

Very truly yours,

(SIGNED) C. E. McStay,
Field Secretary.

P. S.

I know that you will be glad to know that we have just received word from the authorities of Maricopa County authorizing us to erect our signs through Phoenix, thus connecting up that important loop with the transcontinental routes terminating in San Diego.

C.E.M.

April 25, 1922.

Mr. C. E. McStay,
Automobile Club of Southern Calif.
1344 South Figueroa Street,
Los Angeles, Calif.

My dear Mr. McStay:

I have read your letter of April 20th to Mr. Belcher. Will you kindly answer the following questions:

1st. My understanding is that the Lee Highway sign can be made and attached to your signs already installed between here and Phoenix, it being simply a matter of expense in making the signs and attaching same to your signs already erected. Is this true or not, and if true, what will it cost to make the Lee Highway signs? How many will it take, and what will it cost to attach same to your posts already erected?

2nd. Will the Automobile Club of Southern California allow this to be done?

3rd. How long will it be before it can be done?

I would appreciate an early reply from you on this subject.

The funds can be raised to do this work, and if the Automobile Club of Southern California will not cooperate, individual signs will have to be made, but we do hope that we will have your cooperation in the matter.

Yours very truly,

RF:AH

in 1913, at which time the engineers of the Club made a careful survey of the conditions of the way from Nilands to and below the border.

The writer expects to be in Imperial Valley within the next couple of weeks and if it is the desire of yourself and others at Yuma interested in the completion of this important road, I will be glad to make the trip to Yuma and to discuss ways and means for furthering this important project.

Awaiting your advice, I am

Very truly yours,

C. E. MCSTAY

Field Secretary

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Telegram	<input type="checkbox"/>
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Night Message	<input type="checkbox"/>
Night Letter	<input type="checkbox"/>

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

0366 05 99 BLUE

LOS ANGELES CALIF 1048A OCT 22 1931

COL ED FLETCHER

HOLD YUMA ARIZ

ADVICES FROM DOUGLAS AND MARICOPA STATE SUPERVISORS MARICOPA COUNTY HAVE AGREED TO OUR SIGNPOSTING PEOPLE ROUTE PROVIDING WE USE NAME ARIZONA AUTO CLUB WITH OUR NAME. WE WILL DO THIS IN ALL COUNTIES WHERE NAME IS AGREEABLE TO SUPERVISORS AND COMMERCIAL BODIES WHO PARTICIPATE IN MATTER. WE STRONGLY FAVOR SIGNPOSTING BOTH AJO AND PEOPLE ROUTES AND URGE YOU SO ARRANGE IF POSSIBLE ALSO INBEST UPON SANCTION OF STATE HIGHWAY DEPARTMENT AS WELL IN ORDER WE MAY NOT BE PLACED IN POSITION OF FORCING OURSELVES IN THE STATE ALSO HAVE YUMA COUNTY FORMALLY AUTHORISE SIGNPOSTING THERE. REGARDS.

C. E. MCSTAY

COPY.

December
Twelfth,
1922.

Mr. Carl McStay, Field Secretary,
Automobile Club of Southern California,
Los Angeles, Calif.

Dear Mr. McStay:

With reference to your trip to Yuma and the explanations we have given concerning our view-point of the road:

We feel that Arizona, and particularly Yuma County, has done its full share in connection with the building of the trans-continental highway.

We took you over a completed practical rock road built at a minimum cost and we believe that the trans-continental tourists are entitled to a passable road into California, and by passable we mean one that an ordinary motorist would not be afraid to drive in any kind of weather.

We believe that the judgment of the California Commission, as to what type of road should be put in, will be satisfactory to us, and we do not care the route the road takes, whether by Andrade, across the sand hills, or the most practicable route that may be determined - but we do believe that Arizona and the trans-continental tourists are entitled to a better road than they now have, and that we are entitled to it as quickly as it is practicable to get it. We believe that earnest effort should be made to complete a passable road within the year, and I would strongly urge that you use your efforts and the efforts of the Automobile Club to accomplish this.

The traffic that is routed over the southern route is enormous and there is no reason why the great State of California should not get behind a movement to complete a short gap that leads them into the State.

With personal regards, I am

Very truly yours,

JEF:F

J. E. FRANKLIN.

Ed Fletcher Papers

1870-1955

MSS.81

Box: 18 Folder: 7

General Correspondence - McStay, C.E.



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