



# Southwestern Bankhead Highway Association

HEADQUARTERS: GADSDEN HOTEL BLDG.

Douglas, Arizona

October 14, 1921.

**OFFICERS:**

- President,  
FRED SUTTER,  
Bisbee, Ariz.
- Vice President,  
STANLEY J. KITT,  
Tucson, Ariz.
- Treasurer,  
F. H. FISHER,  
Douglas, Ariz.
- Secretary,  
ELY MARTIN,  
Douglas, Ariz.
- Field Manager,  
MAURICE CLARK.

**DIRECTORS:**

- G. A. MARTIN,  
El Paso, Texas.
- D. O. SNODGRESS,  
Deming, N. M.
- F. R. COON,  
 Lordsburg, N. M.
- GEO. E. BUXTON,  
Douglas, Ariz.
- J. J. BOWEN,  
Bisbee, Ariz.
- A. H. GARDNER,  
Tombstone, Ariz.
- W. J. BENNETT,  
Benson, Ariz.
- SHAD. H. BOWYER,  
Tucson, Ariz.
- A. C. WRENN,  
Florence, Ariz.
- W. R. WAYLAND,  
Phoenix, Ariz.

**Executive Committee:**

- FRED SUTTER,
- J. J. BOWEN,
- G. E. BUXTON,
- S. H. BOWYER,
- W. R. WAYLAND,
- D. O. SNODGRESS.

Automobile Club of Southern California,  
1344 So. Figueroa Street,  
Los Angeles, California.

Attention: Sign Posting Department.

Gentlemen:

This will confirm my day letter to you of this date as follows:

"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 El Paso 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 week. Write me whether you will sign route from Tucson to Yuma by Ajo in case we cut out Phoenix. Letter follows."

As intimated in this telegram, our meeting at Tucson yesterday was not as satisfactory as we had expected it would be, for we had anticipated coming to a definite understanding with the Maricopa County people. Although they had promised to send a representative to the meeting, they did not do so.

As a final effort to avoid breaking with Maricopa, the directors authorized President Sutter and myself to go to Phoenix to obtain a definite statement from the interested parties whether they will continue in their refusal to permit your Club to erect signs in that county, or whether they will carry out their pledge made at the organization meeting in Douglas. This same motion carried a clause that, if the conference did not terminate satisfactorily to the representatives of the association, the

Automobile Club of Southern California # 2.

president be authorized to call a meeting of the entire Southwestern Bankhead Highway Association for the purpose of changing the constitution, which, of course, means that we would cut loose from the Bankhead route through Pinal and Maricopa counties and go to Yuma from Tucson by way of Ajo.

During the course of the meeting, two resolutions were introduced and unanimously passed, copies of which are enclosed herewith..

Tucson claims that the Ajo route to Yuma is now much better than the route via Phoenix and that a majority of the through travel is going that way. Our field manager is now making a trip over the two routes and when this is completed, I shall send you his report.

President Sutter and I will probably not get to Phoenix before the last of next week, which will necessitate holding the signing matter in abeyance a short while longer. As soon as this meeting is held we shall be ready to proceed one way or the other. In the meantime, I shall expect your reply to my query as to whether or not you will sign the road by way of Ajo, if we so desire. Mr. Martin of El Paso assured the meeting that the Ajo route would be satisfactory to El Paso in case we split with Phoenix.

Yours very truly,

*Ely Martin*  
SECRETARY.

M/n  
Encl.

No. 1

WHEREAS, the Southwestern Bankhead Highway Association faces the possibility of the disruption of its signing program by the action of Maricopa County, through its Board of Supervisors, in refusing the Automobile Club of Southern California the permission to sign the roads on the Bankhead Route; therefore, be it

RESOLVED, that the Board of Directors of the Southwestern Bankhead Highway Association go on record as favoring the signing of the Tucson-Ajo-Yuma route in case Maricopa County does not at once join the association in its program of signing as outlined at the Douglas meeting of the association; and be it further

RESOLVED, that it is the sense of the Board of Directors of the Southwestern Bankhead Highway Association that they urge the full support of Maricopa County to the program of the association.

No. 2.

WHEREAS, the Southwestern Bankhead Highway Association is determined that the route between El Paso and Yuma be signed; therefore be it

RESOLVED, that the Southwestern Bankhead Highway Association pledges itself to sign a road from El Paso to Yuma, either by way of Tucson and Phoenix or by way of Tucson and Ajo, and be it further

RESOLVED, that if Phoenix and Maricopa County persist in their refusal to allow the Automobile Club of Southern California to sign the Bankhead Highway in Maricopa County, thus repudiating their action at the organization meeting in Douglas, that the Southwestern Bankhead Highway Association move an amendment to the constitution of the national Bankhead Highway Association to establish the route from Tucson to Yuma by way of Ajo as the official Bankhead route instead of by way of Phoenix.

Fred Sutter, President.

Ely Martin, Secretary.

GEORGE E. BUXTON  
PRESIDENT

ELY MARTIN  
SECRETARY

## CHAMBER OF COMMERCE AND MINES

DOUGLAS, ARIZONA  
November 4, 1921.

Col. Ed Fletcher,  
San Diego, California.

Dear Sir:

Replying to your telegram of this date, addressed to Mr. Buxton, requesting copy of a resolution from the Board of Supervisors of Cochise County granting authority to the Automobile Club of Southern California to erect its signs across Cochise County, such a resolution as you request has not been passed, because we did not deem it necessary. Two of the three members of the Board of Supervisors, including the chairman, were present at the organization meeting in Douglas when the Automobile Club of Southern California was authorized to erect its signs, and they said at that time the county would be glad to have the signs erected.

The Douglas Chamber of Commerce and Mines and the Bisbee Chamber of Commerce have guaranteed, and are guaranteeing, the cost of erecting the signs in Cochise County. We shall pay for the work out of a fund of \$2,000 appropriated by the Board of Supervisors to these two organizations to spend in promoting the interests of the county.

It is therefore evident that the resolution you request is not necessary. However, in order to avoid the possibility of any misunderstanding, we shall have the resolution under discussion passed by the Board of Supervisors at its next meeting, which will be next Monday, November 7, and copy will be mailed to you at once.

Yours very truly,

Chamber of Commerce & Mines,

M/n

*Ely Martin* Sec'y.



# Southwestern Bankhead Highway Association

HEADQUARTERS: GADSDEN HOTEL BLDG.

Douglas, Arizona

November 8, 1921.

### OFFICERS:

President,  
FRED SUTTER,  
Bisbee, Ariz.  
Vice President,  
STANLEY J. KITT,  
Tucson, Ariz.

Treasurer,  
F. H. FISHER,  
Douglas, Ariz.

Secretary,  
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A. C. WRENN,  
Florence, Ariz.

W. R. WAYLAND,  
Phoenix, Ariz.

### Executive Committee:

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J. J. BOWEN,

G. E. BUNTON,

S. H. BOWYER,

W. R. WAYLAND,

D. O. SNODGRESS.

Chamber of Commerce,  
Wm. Tomkins, Executive Secretary,  
San Diego, California.

Gentlemen:

From previous correspondence on the subject, you are more or less familiar with the organization and aims of this association, and since the return of Col. Fletcher from his visit to Arizona you have doubtless received some valuable firsthand information about road conditions and problems in this part of the southwest.

The purpose of this association, in a nutshell, is to increase transcontinental travel over the route which it covers, i.e., from El Paso to San Diego, via the Bankhead Highway. We along the route know that we have right now the best transcontinental route in the United States, but the rest of the country doesn't know it, and we propose to inform them of it. Before the end of next year the stretch from the west Texas line to San Diego will be incomparably the finest road of similar length in the entire United States. Within the next six months the link between Lordsburg and Rodeo, New Mexico, will be completed, and before the end of the year, we understand, the entire stretch from Yuma to San Diego will be practically a boulevard.

Col. Fletcher made a statement to our directors, at a meeting in Tucson a couple of weeks ago, that more than 15,000 cars entered California at Needles during June, July and August of this year, after having passed through northern Arizona. Up to the first of this month more transcontinental travel has been crossing Arizona over the northern route than over the southern, and this in spite of the fact that our route is much the better.

We believe that in order to get the tourists down this way it is only necessary to let them know about our good roads and wonderful sunshiny climate. Every day tourists drop into the Chamber of Commerce here and express their surprise and delight at seeing such excellent roads and so many interesting sights in a part of the country which they had known vaguely as "the great American desert."

Chamber of Commerce # 2.

At present our association is being supported by the towns between El Paso and Tucson, with Douglas, Bisbee and Tucson furnishing the principal support. Our field manager, Mr. Maurice Clark, is stationed at Socorro, New Mexico, the point where it is possible to divert most of the travel down this way, and that our plan is a good one is shown by the increased number of cars coming this way since Mr. Clark went to Socorro. As you know, Mr. Clark is distributing literature boosting the various towns along the southern route, including San Diego, which is the logical terminus of the westbound motorist who takes the southern route.

In the near future we intend to issue an illustrated booklet setting forth the advantages of the various towns that belong to the association, together with a map showing the entire route, with mileage tables, etc. This booklet will be distributed in large quantities at strategic points, and will also be sent in quantities to garages, automobile clubs, traveling clubs, hotels and chambers of commerce in all parts of the country.

I am enclosing sample of a postal card ad which we have recently issued and which we are distributing in large quantities. The next edition will show the route from Tucson to Yuma by way of Ajo in heavy black lines, instead of by way of Phoenix. Phoenix has refused to join our association. In view of the fact that she is not willing to bear her share of the cost of bringing tourists down this way, and that the road to Yuma via Ajo is shorter and better than via Phoenix, we do not intend to route through travel by way of Phoenix.

You in San Diego realize more than we the fact that 90% of the westbound motor travel that goes through Phoenix does not reach San Diego, for the road between Phoenix and Yuma is bad and the motorists cross the Colorado River into California at points so far north that few of them reach San Diego. We feel, therefore, that San Diego should have, and indeed does have, more interest in diverting transcontinental travel down along the southern route than any other town along the route. Hence we are asking you to join this association and assume your share of the expense necessary to accomplish its purpose. At the directors' meeting in Tucson, when the matter was discussed informally, the consensus of opinion was that \$200 a month would be a fair proportion for San Diego. We are willing to abide by your judgment in the matter. When you join the association you will, of course, be entitled to membership on the Board of Directors and to a large share in shaping the policies and activities of the organization. This matter was discussed somewhat with Col. Fletcher when he was in Tucson, and we know that he realizes the importance of San Diego's making an immediate and intensive campaign to bring the transcontinental travel to San Diego.

In view of the importance of this matter, both to you and to us, we shall ask you to take action as soon as possible and inform us of the result.

Yours very truly,

CC - Col. Ed. Fletcher.

SECRETARY.



# Southwestern Bankhead Highway Association

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Douglas, Arizona

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Phoenix, Ariz.

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G. E. BUXTON,  
S. H. BOWYER,  
W. R. WAYLAND,  
D. O. SNODGRESS.

November 9, 1921.

Col. Ed Fletcher,  
San Diego, California.

Dear Col. Fletcher:-

I am enclosing herewith copy of a letter which Mr. Martin sent yesterday to the San Diego Chamber of Commerce, also copy of a letter sent by the Automobile Club of Southern California to Mr. McArthur, of Phoenix. This is a personal letter to you to tell you how I feel about this entire matter. I know you are a busy man, but I also know you have the interests of San Diego as much at heart as your own, for they are really identical. So I am counting on you to steal some time somehow to help solve the difficulties that confront us.

The gist of the A.C. of S.C. letter, if you will take time to sketch it, is that the club refuses to proceed any further with the signing program unless all the towns along the route can agree on what they want on the signs, and the letter even suggests that we call another general meeting of representatives of all the towns concerned. Here are the real facts in the case:

At the meeting held here in Douglas May 28th of this year, at which our association was organized, every town of any importance from El Paso to Phoenix, inclusive, was represented by from one to a dozen of her most prominent good roads boosters. At that meeting a definite understanding was reached that the A.C. of S.C. was to sign the route. The exact wording on the signs was, by inference, left to officials of our association; the fact that we were to have the A.C. of S.C. signs was the main thing.

Then, a month or more ago, the Maricopa County Board of Supervisors refused permission to allow the signs to be erected. After considerable correspondence the matter was straightened out just before the Tucson meeting which you attended, when Mr. Wayland of Phoenix wired us that the signs could be put up if the insignia of the Automobile Club of Arizona were also put on the

Col. Ed Fletcher # 2

signs "in Maricopa county." He made the same report at the Tucson meeting and it was accepted. We thought this settled the matter. But the next week, according to this recent letter from the A.C. of S.C., Phoenix demanded that the Arizona Club insignia go on all the signs in Arizona.

You may recall that at the Tucson meeting Phoenix was given two weeks to come into the association on the same basis as Douglas, Bisbee and Tucson. The time has expired and she has not joined, so we are going to forget all about Phoenix and Maricopa county. Phoenix has been the only disturbing element in the association since it was formed, and is solely responsible for the fact that the signs are not being erected along the entire route this very day. Yet she had never contributed one cent to the association. Now that she is no longer a member of the association, we are not concerned in her desires or opinions about the signing matter.

This situation, in my opinion, forms a golden opportunity for San Diego to get the route from El Paso west to San Diego, via Tucson, Ajo and Yuma, signed by the A.C. of S.C. And in my opinion you are the man to do it; probably the only one who can do it. Mr. G.A. Martin, of El Paso, made the statement at a directors' meeting held in Tucson October 13 that it was immaterial to El Paso whether the road was signed by Phoenix or Ajo or both; that what El Paso wants is a signed highway across the southern section. As you probably know, the El Paso Automobile Club guaranteed the cost of signing from El Paso north to Socorro. The stretches from Mesilla Park, N.M., as far west as the western boundary of Pima county have been guaranteed by the various units along the way. Money could certainly be obtained to pay the cost in Yuma county and thence on to San Diego.

The California Club says it has no desire to put its signs where they are not wanted. Maricopa county is the only county that has shown any hostility; all the other cities and counties along the way are willing and anxious to have the signs erected and to pay for the work. I feel sure that if you will run up to Los Angeles and take up this matter personally with the Club officials you can straighten it out to the satisfaction of all concerned.

One of the reasons we do not want the Bankhead Highway markers on the signs at this time is because they cost nearly \$1.00 apiece. Besides, we are not

Col. Ed Fletcher # 3.

sure that we want to remain committed to the Bankhead Highway. We used it in the name of our association merely because it was the best known of the various highways in this section, and, taken as a whole, probably the best. The Old Spanish Trails would answer the same purpose. To me it gives indications of ultimately being much the liver organization of the two. What we want is a good, signposted road from the Texas border to San Diego -- it will be just as sweet to us by one name as another.

Now about San Diego joining the association and helping support it financially. We feel down here that it is just as much your fight as ours. If San Diego and some of the other towns which should be interested don't come to the rescue, we're going to have to throw up the sponge, for we are running into debt. Douglas, Bisbee and Tucson are giving \$100 a month, and have been since September 1. Phoenix wanted to come in for \$50 a month, but we refused to admit her on that basis. Over in New Mexico Deming has promised to give \$50 a month; Lordsburg, N.M. is giving \$25 and Tombstone, Ariz. \$25. El Paso refused to join until the Maricopa situation was settled, but we believe will soon come in.

A letter today from Mr. Clark said that Hillsboro and Hot Springs, two little towns in New Mexico south of Socorro, were planning campaigns to raise money to aid the association. If San Diego and the Imperial Valley towns will fall into line, we can do big things. Naturally, the smaller towns will be governed largely by what San Diego does, so we are putting the matter up to you first. I hope you will take it up with the Chamber of Commerce at once and give them your honest opinion.

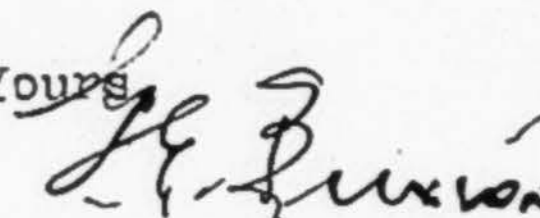
Please remember that we here in Douglas have no selfish interest in this matter, any more than any other town along the route. Our Chamber of Commerce conceived the idea of the association, and we have spent much time and money trying to put it over in a big way. We have dreamed big things, and we believe those dreams can be made to come true. We can visualize the time in the not distant future when most of the transcontinental motor travel will be coming down along the southern border, going from Douglas to San Diego over one of the finest roads in the world. There is a wonderful opportunity now for San Diego to take a leading part in bringing the

Col. Ed Fletcher # 4

travel down this way, and to establish herself as the logical place where it shall end. And I know of no better way to <sup>put</sup> it than by the methods we propose. Please let me know what you think about it.

With best wishes, I am,

Sincerely Yours



P.S. From a publicity standpoint, your idea of a motorcade from El Paso to San Diego is an excellent one, but I doubt very much if it could be put over at this time. From a business standpoint we have all been pretty hard hit down in this country and most business men are working short-handed, making it hard for them to get away. Incidentally, we are already getting fine results from having our field manager stationed at Socorro. There has been a big increase in the westbound travel during the past week. I think it would be a mistake for us to have to pull Mr. Clark away from Socorro and send him to San Diego at this time, so am relying on you to handle the San Diego end for us.

G.E.B.

November  
Tenth  
1921

Mr. Ely Martin,  
Douglas, Arizona.

My dear Mr. Martin:

Answering yours of November 4th, will say that we are particularly anxious to have a resolution passed by your Board of Supervisors owing to the fact that we must have their consent in order to mark the Borderland Route as well as the Bankhead route, as the plan is to have it marked "Borderland Route" from San Diego to El Paso, as well as the "Bankhead Route" San Diego to Yuma, Phoenix, Florence and to El Paso.

Enclosed find clipping from today's paper which may be of interest.

Yours very truly,

EF:KLM

SOUTHWESTERN BANKHEAD HIGHWAY ASSOCIATION

Douglas, Arizona

November 28, 1921.

Colonel Ed Fletcher,  
Ed Fletcher Building,  
San Diego, California.

Dear Col. Fletcher:

I take pleasure in enclosing herewith authority from the Board of Supervisors of Cochise County for the Automobile Club of Southern California to erect road signs across Cochise County.

As stated in a previous letter to you, the Chambers of Commerce of Douglas and Bisbee have guaranteed the cost of this work, so there should be no further difficulty about the matter.

Yours very truly,

ELY MARTIN

S E C R E T A R Y.

M/n



# Southwestern Bankhead Highway Association

HEADQUARTERS: GADSDEN HOTEL BLDG.

Douglas, Arizona

December 16, 1921.

#### OFFICERS:

President,  
FRED SUTTER,  
Bisbee, Ariz.

Vice President,  
STANLEY J. KITT,  
Tucson, Ariz.

Treasurer,  
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W. R. WAYLAND,  
D. O. SNODGRESS.

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

Dear Col. Fletcher:

We are in receipt of a letter from the Phoenix Chamber of Commerce, the gist of which is contained in the following paragraph:

"The Board of Supervisors have agreed to the arrangement for having the road signed by the Southern California Automobile Club, with the request that the marker 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, however, is a matter for each individual county to decide for itself."

You see that Phoenix atlast has come around to our position, which was also her position when the association was organized at Douglas last May, but from which she later departed. I have written Mr. Welch, secretary of the Phoenix Chamber of Commerce, that in view of the fact that this association had worked long and hard, yet unsuccessfully, to induce Maricopa County to carry out her original pledge to allow the California Club to erect its signs, we did not feel disposed to interest ourselves further, officially, in the matter, particularly since Phoenix is not a member of our association. I told him, however, that he could take the matter up with you, if he so desired, as you were handling the signing matter for us. I also told him that written permission to erect the A.C.S.C. signs in Cochise, Pima and Yuma Counties had already been sent to you.

Col. Ed Fletcher # 2

We regret to have to inform you that our association has not met with the support that we anticipated. Neither El Paso nor Phoenix has joined, nor have some of the other towns on which we counted for support. Unless things take a turn for the better, our association will soon be a local affair, serving the interests of Tucson, Bisbee, Tombstone and Douglas. However, we feel that the road-signing matter does not depend on the life of our association, for the various communities have guaranteed the cost on their own right.

Thanks for the clipping about the road celebration in Holtville. It was used by the Douglas papers.

Thanking you for the assistance you have already rendered us, and with kind regards, I am,

Yours very truly,

*Ely Martin*

SECRETARY.

EM/IN

c o p y  
T E L E G R A M

Douglas, Arizona

January 19, 1922.

Senator Ralph Cameron,

Washington, D. C.

Resolution passed by Chamber of Commerce today protesting against action of State Engineer in failing to recommend Federal Aid for Tucson-Yuma route. Request you use your influence to have Secretary of Agriculture hold up recommendations and if agreement cannot be reached appoint Commission of Engineers to determine whether route is not most practicable for border military highway and shortest and nearest completed route to southern California serving large population of southern Arizona as well as transcontinental tourists.

Chamber of Commerce.

original to Dr. Hewes

DOUGLAS CHAMBER OF COMMERCE

AND MINES

GADSDEN HOTEL BLDG  
DOUGLAS, ARIZONA  
January 20, 1922

Col. Ed Fletcher,  
San Diego, California.

Dear Col. Fletcher:

I enclose herewith copy of resolution passed by the directors of the Douglas Chamber of Commerce and Mines at a special meeting held yesterday afternoon, and a copy of telegram sent to Senator Cameron; also clippings from the two Douglas papers of this date, all of which is in an effort to obtain Federal Aid for the Tucson-Yuma route. This is for your information.

With kind personal regards, I am

Yours very truly,

GEO. E. BUXTON

PRESIDENT by I.H.

GEN/b

original to De. Hewes



DOUGLAD CHAMBER OF COMMERCE

AND MINES

DOUGLAS, Arizona  
January 19, 1922

WHEREAS, it has been called to our attention that Federal Aid has not been recommended for the Tucson-Yuma route; and

WHEREAS, the directors of the Douglas Chamber of Commerce and Mines firmly believe that said route is the most logical highway for transportation of government troops and supplies, and is so considered by high army officials, and also will accinnidate the large transcontinental tourists, we

THEREFORE, vigorously protest against the gross injustice of ignoring a route which would connect the thickly populated sections of southern Arizona with the established highway systems of southern California, therefore, be it

RESOLVED, that copies of this resolution be sent to the Governor, State Engineer, Senators and Representative of Arizona with an urgent request that they use every effort in their power to obtain Federal Aid for such route.

February  
Eighth  
1922

Mr. Geo. Buxton,  
Douglas, Arizona.

My dear Mr. Buxton:

We held a meeting with representatives of the Auto Club of Southern California yesterday and a delegate from all the civic organizations goes to Los Angeles a week from next Thursday to meet with the Auto Club of Southern California directors, in the matter of insisting upon signing, with Auto Club signs, from San Diego to El Paso, via Ajo, also via Phoenix.

We are determined that somehow, some way, and immediately, the route from San Diego to El Paso, Texas will be signed the entire distance via Ajo, and also via Phoenix, if Phoenix wants it, but in any case via Ajo. You will hear from us regarding the result of this meeting.

If we cannot get the cooperation of the Auto Club of Southern California in this matter, my opinion is it is time to break away and form our own organization along the border - a closed corporation. San Diego and Imperial Counties have 3,000 memberships in the Auto Club of Southern California, paying them nearly \$40,000 a year, and we are going to get something for our money or know the reason why.

Yours sincerely,

EF:ELM

same to Pima County Highway Commission  
N. B. Conway

Douglas, Arizona,

February 27, 1922.

WHEREAS, the Counties of Cochise, Santa Cruz, Yuma and Pima are desirous of completing the unconstructed sections of the Tucson-Ajo-Yuma highway in order to secure a direct Eastern and Western outlet across the State of Arizona, and

WHEREAS, "The War Department believes that the completion of this highway is of sufficient National importance to justify the construction of the section through the Papago Indian Reservation by the Federal Government and the expenditure of Federal Aid funds on the remaining sections," in order that the important Army posts along the border from El Paso to San Diego may be connected by a highway, and

WHEREAS, Pima County has constructed without assistance from the Federal Government eighty miles of "Class A" highway at an expense of \$481,000 and there remains to be constructed approximately seventy-five miles in Pima County, including forty-eight miles across the Papago Indian Reservation, and

WHEREAS, Yuma County has made available \$75,000 of her recent Bond issue to complete their section of the highway from the Yuma-Phoenix road towards Ajo to the Pima County line, and

WHEREAS, over 1200 taxpayers of Pima County have signed petitions calling for an election of a Bond issue of \$250,000 to complete the connection with Yuma County, and the other unconstructed sections of the highway, and

WHEREAS, the Tucson-Ajo-Yuma highway is the only route in the State traversible 365 days of the year, with no danger of washouts and no bridges to cross; therefore

BE IT RESOLVED that the Douglas Chamber of Commerce and Mines does hereby urgently request the State Highway Department to designate this route as a secondary highway, entitled to receive Federal Aid, and

BE IT FURTHER RESOLVED that copies of this Resolution be sent to the Arizona State Highway Department, and also to Messrs. Wheeler, Hewes, McDonald, of the United States Bureau of Public Roads, Secretary of Agriculture, Secretary of War, Chief of the United States Indian Service, Arizona Good Roads Association, and the Arizona representatives in Congress.

George E. Buxton,  
President.

ATTEST:

Uly Martin  
Secretary.

Douglas, Arizona,

February 27, 1922.

WHEREAS, the Southern Arizona Inter-State Highway, running from Rodeo, New Mexico, thence to Douglas, Bisbee, Tombstone, Benson, Tucson, Chandler, Mesa, Tempe, Phoenix, Buckeye, Gila Bend, and Yuma, is of primary importance to the State of Arizona, and to the Government of the United States, and

WHEREAS, this highway traversing five of the fourteen counties of the State in which there are located 60.3% of the entire population of the State, paying taxes on assessed valuation of 52.3% of the total taxable wealth of the State, and

WHEREAS, this highway connects the most important Agricultural, Mining, Commercial, and Educational communities of the State, and

WHEREAS, the highway is nearly complete, having more miles of constructed road than any other State route, and

WHEREAS, the United States Government has called upon the Arizona State Highway Department for its recommendation of the designation of the 7% State Highway system for Federal Aid, and

WHEREAS, Mr. McDonald, Chief of the United States Bureau of Public Roads, has replied as follows in regard to a communication requesting information as to whether all primary roads must be paved, "Federal Highway Law specifically requires ample right of way and surface of not less than eighteen feet wide on primary highways. Type of Construction will be determined by Traffic requirements and adequate surface must be used in all cases;" therefore

BE IT RESOLVED that the Douglas Chamber of Commerce and Mines does hereby urgently request the State Highway Department to designate this highway as a primary inter-State highway, and

BE IT FURTHER RESOLVED that copies of this Resolution be sent to the Arizona State Highway Department and to Messrs. Wheeler, Hewes, McDonald, of the United States Bureau of Public Roads, Secretary of Agriculture, Arizona Good Roads Association and the Arizona representatives in Congress.

George E. Buxton,  
President.

ATTEST:

*Ely Martin*  
Secretary.

GEORGE E. BUXTON  
PRESIDENT

ELY MARTIN  
SECRETARY

## CHAMBER OF COMMERCE AND MINES

DOUGLAS, ARIZONA

March 4, 1922.

Col. Ed Fletcher,  
San Diego, California.

Dear Col. Fletcher:

Mr. Buxton has instructed me to inform you how pleased we are that you have finally won your fight to have the Automobile Club of Southern California signpost the road from San Diego to El Paso via Yuma, Ajo and Douglas. The article from the San Diego Union was re-published in the afternoon paper here today, and under separate cover, we are sending you a copy.

This is to assure you that we of Cochise County are delighted to know that we are to have the A.C. of S.C. signs through this county, and that we guarantee to bear our share of the expense of installing them, the same as if the original plan had gone through last year.

We are enclosing copies of two resolutions recently adopted by this organization concerning road matters.

Please keep us informed of any developments in the matter.

Yours very truly,

*Ely Martin*  
SECRETARY.

EM:IN

March 7, 1922

Chamber of Commerce,  
Douglas, Arizona.

Attention Mr. Ely Martin, Sec'y

Gentlemen:

Answering yours of the 4th, I appreciate your letter. It has been a fight that you little realize, but we put the buck up to them straight whether it is to be Phoenix or San Diego, and they came thru.

This letter is not for publication, but we are now on the right track and we are going to keep pounding away until we get what we are after. The Auto Club is now putting the signs between Yuma and Ajo.

In April a carload of us anyway, are going to come over and visit your county, from San Diego.

With kind personal regards, I am

Sincerely yours,

EF:LLM

**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 17 Folder: 14**

**General Correspondence - Martin, Ely**



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