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JOHN L. FOX
Assistant Secretary

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JULIUS WANGENHEIM

San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
"THE HARBOR OF OPPORTUNITY"

February 5, 1922

Mr. Ed. Fletcher, Chairman,
National & State Highways Committee,
San Diego Chamber of Commerce.

Dear Sir:

Attached herewith is a copy of the personnel
of your committee as shown in our files, with the names,
addresses and telephone numbers.

Mr. Hughes suggests that if, in your opinion,
it would be a wise procedure, that it seems to be ad-
visable at this time to name a fixed date of meeting
for your committee.

In the event that you agree with him, it is
requested that you notify the Chamber the date selected,
so that we may have a record thereof, and can make the
necessary arrangements for completing our files in regard
thereto.

Yours very truly,

John L. Fox
Secretary.

JLF:ALP

NATIONAL & STATE HIGHWAYS

Ed Fletcher, Chairman	920- 8th St.	M 167
Sam Porter, Vice Chairman	San Diego Hotel	M 4900
W. B. Cross	University Club	M 2681
Frank J. Belcher, Jr.	First National Bank	M 106
Harold W. Dill	122 Broadway	M 3629

sh.
March 23, 1922.

Board of Directors,
S. D. Chamber of Commerce,
San Diego, Calif.

Gentlemen:

Inclosed find letters from the Lee Highway Association which are explanatory, also resolution which I wish the Chamber of Commerce Directors to pass today, if agreeable, and have the secretary forward a certified copy to Dr. S. M. Johnson, Director, Lee Highway Association, 724 Albee Building, Washington, D. C., also a copy to M. O. Eldridge, Director of Roads, American Automobile Association, Albee Building, Washington, D. C.

The Lee Highway Association are a live bunch, and it makes no difference whether the route, San Diego to Yuma and Phoenix is the Lee Highway or the Bankhead Highway. It all means greater publicity for us.

Yours very truly,

EF:AH

March 23, 1922.

Board of Directors,
S. D. Chamber of Commerce,
San Diego, California.

Gentlemen:

I am more than pleased to inform you that yesterday the U. S. Department of Agriculture formally approved the California Highway Commission designation of primary routes, and this means a complete victory for San Diego. The only primary route to the Arizona line is San Diego to Yuma; the secondary route, Los Angeles to Needles, and our hardest competitor, Mecca to Blythe, is not mentioned. This means that no Federal aid money can be spent on the Mecca to Blythe route, and that the first Federal aid money goes to complete the San Diego to Yuma highway, the Los Angeles to Needles route being secondary.

This money will be available commencing July first next, and it is simply a question of time before the paved highway will be completed San Diego to Yuma.

Yours very truly,

Chairman National and State Highways
Committee.

EF:AH

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San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
 "THE HARBOR OF OPPORTUNITY"

March 24, 1922

Col. Ed. Fletcher,
 920 - 8th St.,
 San Diego, Calif.

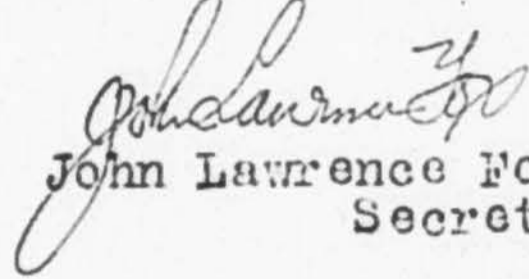
My dear Col. Fletcher:

At the Board of Directors' meeting yesterday, your suggested resolution in regard to the Lee Highway Association was passed, and I have mailed the copies thereof to the persons you requested.

Mr. Sam Porter stated that he expected to be in Phoenix at the time of the U. S. Good Roads Association Convention and he was therefore appointed an official representative for the Chamber to attend the entire convention, as you suggested.

The understanding of the directors was that you were planning to make a booster trip, stopping at Phoenix, and hence Mr. Porter's presence throughout the meeting would be of value.

Yours very truly,


 John Lawrence Fox,
 Secretary.

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San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
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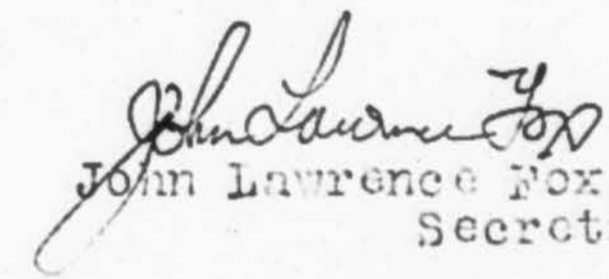
March 24, 1922

Col. Ed. Fletcher,
 920 - 8th St.,
 San Diego, Calif.

Dear Sir:

Your fellow members of the Board of Directors, at their meeting yesterday, instructed me to extend to you their congratulation and thanks for your splendid work as Chairman of the National and State Highways Committee, which has resulted so favorably for the best interests of San Diego and the Southwest in establishing the primary trans-continental route from San Diego to Yuma.

Yours very truly,


 John Lawrence Fox,
 Secretary.

PRESIDENT

E. B. GOULD

VICE-PRESIDENTS

JACK C. THOMPSON
BEN THORPE
WILLIAM KETTNER

TREASURER

JOS. W. SEFTON, JR.

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VICE-PRESIDENT AND
MANAGING DIRECTOR

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SECRETARY

JOHN L. FOX



San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
"THE HARBOR OF OPPORTUNITY"

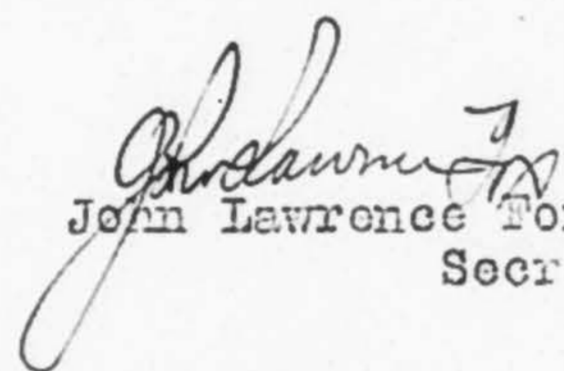
April 8, 1922

Col. Ed Fletcher,
920 - 8th Street,
San Diego, Calif.

Dear Col. Fletcher:

Sam Porter has asked me to write to you again in regard to the speed of the work on the Mountain Springs Grade. Mr. Porter realizes that steps have already been taken to speed up the completion of this work and he and his County Road Committee feel that your efforts and those of the State authorities in this regard are most commendable. However, they hope that the good work of hastening the road construction can be still further speeded up, and for this reason ask that you will bear it in mind and take it up with the proper authorities at such time as you deem advisable.

Yours very truly,


John Lawrence Fox,
Secretary.

DIRECTORS

JOHN S. AKERMAN
FRANK J. BELCHER, JR.
RUFUS CHOATE
O. W. COTTON
G. A. DAVIDSON
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JACK C. THOMPSON
BEN THORPE
F. M. WHITE
JULIUS WANGENHEIM

April 24, 1922.

San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

Enclosed find letter from Dr. Johnson. We are particularly interested in this bill, as it means getting government aid thru the Yuma Indian Reservation and the Papago Indian Reservation, between Ajo and Tucson.

I suggest that resolutions be passed and influence be brought to bear on our representatives and senators, and that a copy of our resolution passed by the Chamber of Commerce be sent to Dr. S. H. Johnson, 724 Albee Building, Washington, D. C. also to Congressman Hayden.

Yours sincerely,

EF:MM

July 24, 1922.

Board of Directors,
San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

A new organization, the Junior Chamber of Commerce of Phoenix, has circulated initiative petitions calling for a bond election of \$2,500,000 next September by the State of Arizona, to pave across the desert to Blythe, connecting with Hassayampa. If the project is put thru, this will give a continuous concrete pavement Phoenix to the Colorado River.

Hassayampa is the junction point on San Diego's highway to Yuma and Phoenix. Los Angeles and a certain Phoenix influence are working together on this project, their whole plan being to put in a first-class road from Ajo to Hassayampa, Tucson to Phoenix, and divert the thru travel to Phoenix from El Paso, via Globe and Superior. Also a thru line from Williams and Prescott to Phoenix. Los Angeles influence has promised that if they do pave to Blythe, that California will pave from Mecca to Blythe.

If this deal goes thru, our only recourse is to get a paved highway from Niland to Blythe, 62 miles, and divert the travel from that point to Imperial Valley and San Diego.

The U. S. Government and the state engineering departments of California and Arizona have adopted the San Diego-Yuma-Phoenix route, and this road is being rushed to completion, but from Hassayampa to Yuma it is only a dirt road surfaced with Coleche, a very fair road material.

Plans are being made, and I am of the opinion we can kill the \$2,500,000 bond issue in Arizona to pave between Blythe and Hassayampa, and the suggested plan will be submitted for your consideration later. A strong delegation from San Diego and Imperial Counties called on Governor Stephens and the California Highway Commission, a week ago last Monday, and got his pledge for the support of the early completion of the Yuma road. We met with Commissioner Darlington later in the morning and got his promise to let a contract this fall from the end of the present paved highway east of Holtville to the sandhills, a distance of 12 to 13 miles.

Last Monday evening I went to Riverside at the invitation of A. B. Fletcher, to meet Mr. Thos. H. MacDonald, Chief of the Bureau of Roads and Engineering U. S. Government in Washington, D. C., in charge of all Federal Aid projects;

- 2 -

also his representative on the coast, Dr. Hewes. I am pleased to report that Mr. MacDonald says that under a new ruling of the Department and the U. S. Controller, all the money for paving thru Indian Reservations can be put up by the U. S. Government with the consent of the state to deduct the cost of same from each state's allotment. I secured Mr. MacDonald's approval to pave immediately the 8 or 9 miles thru the Yuma Indian Reservation from Yuma west, providing the State of California will give its approval to having that amount deducted from its allotment.

I am doing everything possible to get the State Highway Commission's approval to this program, and hope to have a favorable report in a few days.

I have written to many points in Southern Arizona, urging opposition to the \$2,500,000 bond issue to pave between Hassayampa and Blythe and have received only favorable replies to my suggestion. Enclosed find copy of letter from the State Engineer of Arizona, which is explanatory, and encouraging, but must be kept confidential.

As an answer to this breach of faith on the part of Phoenix, I have just received word that Pima County will take early action calling for a bond election, to complete the construction of the highway Ajo to Tucson, and that it will, undoubtedly, carry, and there is nothing to prevent the federal government from paving thru the Indian reservation from Ajo to Tucson, providing the state government will approve it and allow the cost of that improvement to be deducted from its state allotment. This, however, the present administration will never approve.

The Los Angeles-Phoenix plan is to divert all travel to Los Angeles, and the shortest and best method from El Paso to the coast is the way they have planned it, via Lordsburg, Superior, Miami, Phoenix, Blythe and Mecca, unless San Diego can get a good passable road from Yuma via Ajo to Tucson and Lordsburg, in which case the mileage will be much in our favor. The travel is rapidly increasing via Yuma, with an average of 50 or 40 machines a day at the present time, but this is nothing compared to 5,000 machines a month that went thru Blythe to Los Angeles, across the ferry, during the months of April, May and June of this year.

This letter is not for publication, but simply a resume of the situation to date, on our national

highway activities. My recommendation is that the Chamber of Commerce get in touch with the Phoenix Chamber of Commerce and have a day set for their visit next month to San Diego, that we may heap coals of fire on their head, and possibly convert them to San Diego as their Pacific port.

Yours truly,

ED FLETCHER

Chairman, National and State
Highways Committee.

EF:KLM

Cc Jaudt

CLASS OF SERVICE DESIRED	
Telegram	<input type="checkbox"/>
Day Letter	<input type="checkbox"/>
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

San Diego, Calif. July 23, 1923

120-5

State Railroad Commission,
5th Floor California State Bldg.,
San Francisco, California.

San Diego seriously considering future water development on San Diego River. We have appointed committee of nine most prominent citizens including John D. Spreckels and G. A. Davidson to make report to city council and public as to our next step. Would it be possible for few days to have use of services of your hydraulic engineer to meet with his committee and give us the benefit of his knowledge and recommendations on this subject at our expense. It will be considered

SAN DIEGO CHAMBER OF COMMERCE

Chamber of Commerce Report

Sent to following:

12 sent down with original to Chamber of Commerce
Lin Shaw
Will Fawcett
Ray Edgar
Leroy Holt
F. M. White
Joseph Foster
H. K. Wietzel
H. S. Marvin
James Forward
Raymond Morris
Jerry Sullivan
S. S. Taber
O. L. Churchill
Geo. Burnham
Geo. S. Pickrell
W. B. Hage
C. H. Jennings, Coro.
Mr. A. E. Holloway
Mr. F. B. Dorsey
Judge J. H. Westover
W. T. Beal

H. B. Conway
Fishburn

~~Three~~

~~Shrenberg Mecca Highway: From Shrenberg to Prescott to Phoenix
a highway would be completed within two years; from New Mexico
via the Apache trail and Prescott and to Phoenix; from
Tordobur via Superior and Miami to Phoenix completed last
week; and from Rio de Sila Bend, thence to a connection at
Meser~~

~~May 2, 1922.~~

Board of Directors,
San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

At the request of your vice-president and manager,
Mr. Clark, I make the following report covering our trip
to Phoenix to the Bankhead National Highway Association
April 27th, also covering my personal observations and
recommendations.

I had hear from a number of sources that an
attempt would be made to make Los Angeles the Pacific termi-
nus instead of San Diego, the proposed change of route being
via Blythe and Mecca, eliminating San Diego. My first offi-
cial information on this subject was in the official organ
of the Bankhead National Highway Association issue of April,
known as "The Good Roads Bulletin". On Page 8 it says,-

"The question of establishing
a Phoenix-Los Angeles route will
also be taken up as a direct route
to Los Angeles"

San Diego is now the Pacific terminus of
the Bankhead Highway. It is no longer a dream on paper, and
extends from Washington to San Diego - 3690 miles in length.
Including its branches, it passes through Virginia, North
Carolina, South Carolina, Georgia, Alabama, Tennessee, Arkan-
sas, Mississippi, Oklahoma, New Mexico, Arizona, Texas and
California.

Thomas H. McDonald, chief of the Department of
U. S. Public Roads writes officially that 1513 miles of the
Bankhead Highway is now being built with Federal aid money,
and it is only a question of time when the construction of
the Bankhead Highway from Washington to San Diego is assured.
Therefore it was imperative that San Diego remain the Pacific
terminus of the Bankhead Highway.

On investigation I found that the constitution
had not been complied with which compels any interested parties
in writing, sixty days in advance of any national convention, to
give notice of bringing up the question of a proposed change

in route; and when I called this to the attention of Director-General Rountree, it had the desired effect and the question was not brought up.

The following article in the San Bernardino "Sun" is fully explanatory, so I quote as follows:

"As soon as it became apparent to the San Bernardino representatives that the struggle to have the road pass through Parker would be futile and that even a compromise on the Blythe-Mecca route was impossible, the entire delegation formed an association of its own, elected J. B. Gill as president to further interest in the National Old Trails Highway that passes through this county. Together with delegates from northern Arizona, representing such cities as Parker, Winslow, Flagstaff and Williams, the National Old Trails Association was reformed to make it an active organization. There were sixteen San Bernardino county delegates at the conference."

On my way to Phoenix Senator Wilkinson of Phoenix who was on the train, without knowing who I was, furnished the following information:

First: That Phoenix and Los Angeles' interests were the same; that Los Angeles controls the finances of Phoenix; had just loaned them three million dollars to finance themselves at a time when they needed it; that practically all the business men of Phoenix purchased their entire supply of goods from Los Angeles; that there was a universal demand for a direct road Phoenix to Los Angeles, and that was via Ehrenberg, Blythe and Mecca.

Second: That the program was to call a convention May 6th, the primary object of which was to promote the construction of a paved highway Phoenix to Los Angeles, via Blythe, and to work for that purpose.

Third: Owing to the fact that the constitution limits the indebtedness to \$550,000 for the entire state of Arizona, and that the State of Arizona has no indebtedness at the present time, they have already called an election for next September in the State of Arizona to remove this prohibition, and if it is removed, the first step will be to vote bonds for three million dollars to pave, connecting with the present paved highway in Salt River Valley at Hassayampa direct across the desert to Ehrenberg, all as per map herewith attached.

Fourth: That the following arteries would connect up with

this Ehrenberg-Mecca highway; from Ashfork and Prescott to Phoenix a highway would be completed within two years; from New Mexico via the Apache trail and Roosevelt dam to Phoenix; from Lordsburg via Superior and Miami to Phoenix completed last week; and from Ajo to Gila Bend, thence to a connection at Hassayampa, giving Ajo a direct outlet to the state capitol, Phoenix, also to Los Angeles, also a direct route - Tucson via Florence to Phoenix.

If this program is carried out, it is a serious menace to our aspirations for direct trans-continental travel to San Diego. We are now having a dirt highway built at the present time Phoenix to Yuma via Gila Bend and Wellton. It is San Diego's play to insist upon first a paved highway being built from Phoenix to the California line at Yuma, and our only way of forcing this issue is to continue the agitation of the Ajo route, and Yuma is the most direct route, and will some day be built.

There is a considerable element in Phoenix that desires to, first, pave to Yuma to connect up with our highway system; but there is an aggressive element that is insisting upon the first paved highway going via Ehrenberg and Blythe.

RECOMMENDATIONS:

1. That the Phoenix Chamber of Commerce be invited here by the San Diego Chamber of Commerce, and every effort made to impress this delegation with the necessity of the first paved highway - Phoenix to Yuma. Mr. Dwight Heard, the most prominent man in Phoenix and several others said they would be glad to come.

2. That our policy is to play the game with Phoenix if they will agree to the construction of the first paved highway from Phoenix to Yuma.

3. That until this absolute pledge is given, we continue urging the construction of the Ajo route.

Yours very truly,

Chairman
NATIONAL AND STATE HIGHWAYS
COMMITTEE.

EF:AH:M

P. S. Since writing the above, I have received word from Phoenix that they postponed their meeting of May 6th until after the election in Arizona in September, however, if the people of Arizona refuse to change the constitution, it will be impossible to issue bonds for the paving of the highway from Hassayampa to Blythe for it cannot be accomplished except by a state bond issue.

May 23, 1922

San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

I suggest that the following resolution be passed by the Chamber of Commerce at the next meeting:

"W. W. Patch, Division Engineer,
California Highway Commission,
Los Angeles, California.

The Board of Directors of the San Diego Chamber of Commerce, in session this _____ day of _____, 1922, respectfully calls your attention to the fact that the paved highway San Diego to Los Angeles, particularly between Del Mar and Oceanside, is giving way under the heavy trucking and passenger travel, and we urge the immediate widening and thickening of the highway by the State Highway Commission.

A check on the motor vehicle traffic shows that there are 3,000 to 4,000 machines a day, at times, passing over this highway, and we hope that the State Highway Commission can immediately take action to improve said highway in order to properly take care of the increased demand made on it."

I believe a resolution along these lines will probably do a lot of good.

Yours very truly,

EF:KLM

May 23, 1922

Board of Directors,
San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

I wish to call your attention to last Sunday's Los Angeles Times, which prints the statement that there is a 28% increase in travel to Southern California from Phoenix the last five months, with a 50% gain for the year predicted.

The last three months over 15,000 cars have passed thru Elythe on the way to Los Angeles. We can divert this travel thru Imperial Valley and San Diego, and it means more to us than another pier on the San Diego water front, and a hundred other things we are attempting to do - however, I am in favor of it all.

Yours sincerely,

EF:KLM

cc- N. B. Conway
El Centro Chamber of Commerce
Yuma Com'l Club

PRESIDENT
E. B. GOULD

VICE-PRESIDENTS
JACK C. THOMPSON
BEN THORPE
WILLIAM KETTNER

TREASURER
JOS. W. SEFTON, JR.



San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
"THE HARBOR OF OPPORTUNITY"

June 29, 1922

HONORARY
VICE-PRESIDENTS
WILLIAM CLAYTON
A. P. JOHNSON, JR.
MELVILLE KLAUBER
JOHN D. SPRECKELS

VICE-PRESIDENT AND
MANAGING DIRECTOR
R. E. HUGHES

SECRETARY
JOHN L. FOX

Col. Ed Fletcher,
920 - 8th St.,
San Diego, Calif.

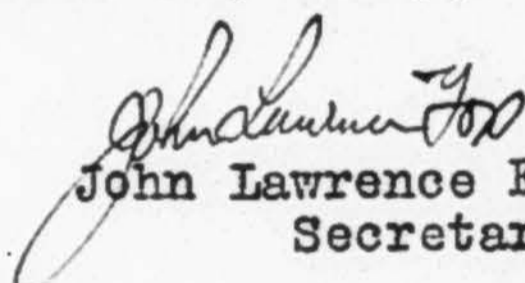
My dear Col. Fletcher:

Attached hereto is a communication and copy of a resolution passed by the City Council, which the Executive Committee have instructed me to forward to you for your information and such action as you deem advisable.

The receipt of the resolution has been acknowledged by me to the City Clerk.

Yours very truly,

Enc.
JLF-F


John Lawrence Fox,
Secretary.

DIRECTORS
JOHN S. AKERMAN
FRANK J. BELCHER, JR.
RUFUS CHOATE
O. W. COTTON
G. A. DAVIDSON
ED. FLETCHER
H. M. FOLSOM
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JACK C. THOMPSON
BEN THORPE
F. M. WHITE
JULIUS WANGENHEIM

Patch

WHEREAS, the paved highway between San Diego, California, and Los Angeles, California, and in particular between Del Mar and Oceanside, is giving way under the heavy trucking and passenger travel to which said highway is subjected; and

WHEREAS, it is deemed imperative that the said highway be immediately widened and thickened; NOW, THEREFORE,

BE IT RESOLVED By the Common Council of The City of San Diego, as follows:

That the City Clerk of The City of San Diego respectfully call the attention of the California State Highway Commission to such facts, and respectfully request that such action be taken to widen and thicken said highway as may be deemed necessary by said Highway Commission in order that said highway may be improved to such an extent as to safely carry the traffic passing thereon.

Presented by _____

Dictated by _____

I hereby certify that the above and foregoing is a full, true and correct copy of Resolution No. 27839, of the resolutions of the City of San Diego, California as adopted by the Common Council of said City on June 19, 1922.

ALLEN H. WRIGHT
City Clerk of the City of San Diego, California.

original copy to Patch

July 24, 1922.

Board of Directors,
San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

A new organization, the Junior Chamber of Commerce of Phoenix, has circulated initiative petitions calling for a bond election of \$2,500,000 next September by the State of Arizona, to pave across the desert to Blythe, connecting with Hassayampa. If the project is put thru, this will give a continuous concrete pavement Phoenix to the Colorado River.

Hassayampa is the junction point on San Diego's highway to Yuma and Phoenix. Los Angeles and a certain Phoenix influence are working together on this project, their whole plan being to put in a first-class road from Ajo to Hassayampa, Tucson to Phoenix, and divert the thru travel to Phoenix from El Paso, via Globe and Superior. Also a thru line from Williams and Prescott to Phoenix. Los Angeles influence has promised that if they do pave to Blythe, that California will pave from Mecca to Blythe.

If this deal goes thru, our only recourse is to get a paved highway from Niland to Blythe, 62 miles, and divert the travel from that point to Imperial Valley and San Diego.

The U. S. Government and the state engineering departments of California and Arizona have adopted the San Diego-Yuma-Phoenix route, and this road is being rushed to completion, but from Hassayampa to Yuma it is only a dirt road surfaced with Coleche, a very fair road material.

Plans are being made, and I am of the opinion we can kill the \$2,500,000 bond issue in Arizona to pave between Blythe and Hassayampa, and the suggested plan will be submitted for your consideration later. A strong delegation from San Diego and Imperial Counties called on Governor Stephens and the California Highway Commission, a week ago last Monday, and got his pledge for the support of the early completion of the Yuma road. We met with Commissioner Darlington later in the morning and got his promise to let a contract this fall from the end of the present paved highway east of Holtville to the sandhills, a distance of 12 to 13 miles.

Last Monday evening I went to Riverside at the invitation of A. B. Fletcher, to meet Mr. Thos. H. MacDonald, Chief of the Bureau of Roads and Engineering U. S. Government in Washington, D. C., in charge of all Federal Aid projects;

- 2 -

also his representative on the coast, Dr. Hewes. I am pleased to report that Mr. MacDonald says that under a new ruling of the Department and the U. S. Controller, all the money for paving thru Indian Reservations can be put up by the U. S. Government with the consent of the state to deduct the cost of same from each state's allotment. I secured Mr. MacDonald's approval to pave immediately the 8 or 9 miles thru the Yuma Indian Reservation from Yuma west, providing the State of California will give its approval to having that amount deducted from its allotment.

I am doing everything possible to get the State Highway Commission's approval to this program, and hope to have a favorable report in a few days.

I have written to many points in Southern Arizona, urging opposition to the \$2,500,000 bond issue to pave between Hassayampa and Blythe and have received only favorable replies to my suggestion. Enclosed find copy of letter from the State Engineer of Arizona, which is explanatory, and encouraging, but must be kept confidential.

As an answer to this breach of faith on the part of Phoenix, I have just received word that Pima County will take early action calling for a bond election, to complete the construction of the highway Ajo to Tucson, and that it will, undoubtedly, carry, and there is nothing to prevent the federal government from paving thru the Indian reservation from Ajo to Tucson, providing the state government will approve it and allow the cost of that improvement to be deducted from its state allotment. This, however, the present administration will never approve.

The Los Angeles-Phoenix plan is to divert all travel to Los Angeles, and the shortest and best method from El Paso to the coast is the way they have planned it, via Lordsburg, Superior, Miami, Phoenix, Blythe and Mecca, unless San Diego can get a good passable road from Yuma via Ajo to Tucson and Lordsburg, in which case the mileage will be much in our favor. The travel is rapidly increasing via Yuma, with an average of 30 or 40 machines a day at the present time, but this is nothing compared to 5,000 machines a month that went thru Blythe to Los Angeles, across the ferry, during the months of April, May and June of this year.

This letter is not for publication, but simply a resume of the situation to date, on our national

highway activities. My recommendation is that the Chamber of Commerce get in touch with the Phoenix Chamber of Commerce and have a day set for their visit next month to San Diego, that we may heap coals of fire on their head, and possibly convert them to San Diego as their Pacific port.

Yours truly,

ED FLETCHER

Chairman, National and State
Highways Committee.

EF:KLM

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San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
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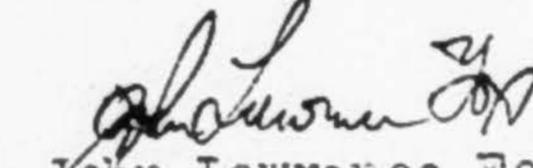
July 24, 1922.

Col. Ed Fletcher,
920 Eighth Street,
San Diego, California.

My dear Col. Fletcher:

The attached letter is forwarded for your information. In the event that you deem it advisable for us to enter into the matter further, I shall be glad so to do.

Very truly yours,


John Lawrence Fox.
Secretary.

JLF/s
enc.

J. T. EDWARDS
1233 DOROTHY DRIVE / GLENDALE, CAL.
Geographical Models

July 21st, 1922.

Secretary of the Chamber of Commerce,
San Diego, California.

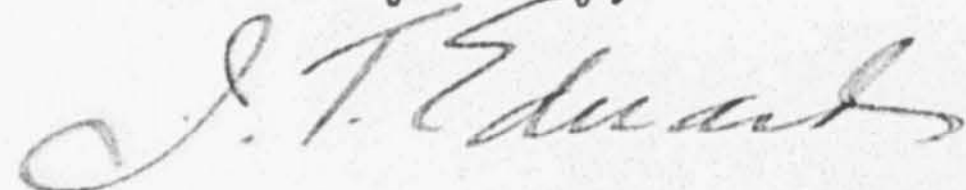
Dear Sir:-

In reference to the trunk highway now planned between St. Augustin, Florida and San Diego, California, I would appreciate it if you would give me information as to the best Department to approach in connection with the making of a model covering this country.

You are probably familiar with some of the models already made by myself including the large one in Los Angeles of Palos Verdes, and I believe that a model covering this new highway would prove of very great publicity value in connection with the boosting of this proposed transcontinental road.

I should appreciate your courtesy in the matter.

Yours very truly,



JTE:KE

230-2

July 27, 1922.

Mr. John L. Fox, Sec.,
Chamber of Commerce,
San Diego, Calif.

My dear Mr. Fox:

Answering yours of the 24th, inclosing letter from J. T. Edwards, will say my suggestion is that you pay no attention to it.

Yours very truly,

RF:AH

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San Diego Chamber of Commerce

BROADWAY AND SECOND STREET
San Diego, California
"THE HARBOR OF OPPORTUNITY"

July 31, 1922.

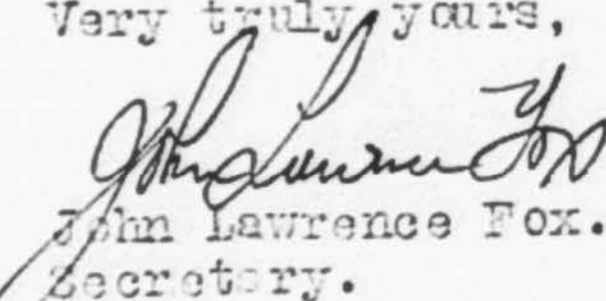
Col. Ed Fletcher,
920 Eighth Street,
San Diego, California.

My dear Col. Fletcher:

Your report of July 24 in regard to road matters was taken up by the Board of Directors at their last meeting, and also by the Executive Committee this morning.

I am instructed to extend to you, on behalf of your fellow-members of the Board of Directors, their most hearty thanks and sincere appreciation of the splendid work you have been accomplishing for San Diego, at, as they realize, a real sacrifice of your time and energies.

Your recommendation for again inviting the Phoenix Chamber here was adopted, and I hope to see you tomorrow in regard to the details of this and several other road matters.

Very truly yours,

John Lawrence Fox,
Secretary.

JLF/s

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San Diego Chamber of Commerce

BROADWAY AND SECOND STREET

San Diego, California

"THE HARBOR OF OPPORTUNITY"

December 11, 1922.

Col. Ed Fletcher,
920 - 8th St.,
San Diego, California.

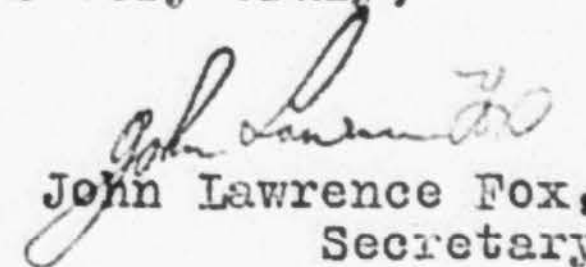
My dear Col. Fletcher:

The Board of Directors at their meeting on Thursday, passed resolutions as requested by you, urging upon the Tucson and Yuma Chambers of Commerce that the Tucson-Ajo-Yuma road be rushed to completion; and copies of these resolutions have been forwarded. A copy has also been sent to the El Centro Chamber of Commerce for their information.

The Board of Directors also passed a resolution asking you to submit, if possible, at their meeting on Thursday the 14th, a program in writing as to what steps should be taken to complete the Tucson-Ajo-Yuma road in its entirety, and that upon the submission of your report the Board of Directors appoint a special committee to work with you to effectively carry out this program.

JLF-F

Yours very truly,


John Lawrence Fox,
Secretary.

File 230-2

December 12, 1922.

Board of Directors,
San Diego Chamber of Commerce,
San Diego, California.

Attention J. L. Fox, Sec'y

Gentlemen:

Answering yours of December 11th, will say the county highway commission of Yuma county has \$75,000 bond money reserved to build the Ajo road to the Pima county line. This will build a good dirt road. They will not spend that money, or build that road until Pima County votes bonds to complete it from the Yuma county line to Ajo. Pima county had the petitions signed, ready to file, calling a bond election to complete the construction of the road thru Pima county, but it has never been filed.

My suggestion is that the San Diego Chamber of Commerce write a letter to the Tucson and Yuma Chambers of Commerce, asking what steps are being taken to build the road and what suggestions they have to make, what the feeling is in regard to it, and also write the same letter to the County Highway Commission of Yuma County, also to the Board of Supervisors of each county.

Yours sincerely,

EF:KLM

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San Diego Chamber of Commerce

BROADWAY AND SECOND STREET

San Diego, California

"THE HARBOR OF OPPORTUNITY"

December
The Eighteenth
1922

Col. Ed Fletcher,
920 - 8th Street,
San Diego, California.

My dear Col. Fletcher:

The Board of Directors, at their meeting on December 14th, asked me to request that at next week's meeting of the Board, Thursday December 21st, that you attend and present to them the exact status and your complete program for the Tucson-Yuma-Ajo road. *written*

The Board of Directors are most anxious to have on file your complete program in this connection, as they are now preparing a new budget and desire to include therein sufficient funds for this project, and if necessary to raise additional funds, based on this new budget.

Yours very truly,

John Lawrence Fox
John Lawrence Fox,
Secretary.

jlf-f

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DOUGLAS YOUNG

230-2

December 20, 1922.

Board of Directors,
San Diego Chamber of Commerce,
San Diego, California.

Gentlemen:

Answering yours of December 18th, will say never in the history of the city was it so vitally important to keep up our good work on the Holtville-Yuma-Ajo-Tucson road as at present.

The road Phoenix to Yuma is absolutely assured, and the contract was let for 42.5 miles of macadam road last week. The road will be completed by next June, Phoenix to Yuma.

Between Holtville and Yuma the fight has just commenced. Los Angeles business men and the Auto Club of Southern California are doing their utmost to kill this construction, altho it is the shortest route and is the least expensive to complete of any to the Arizona line.

There are 250 miles of highway to be graded between Victorville and Needles, 90 miles between Mecca and Blythe and only 45 miles between Holtville and Yuma. Yuma is the logical route because Arizona is building direct to Yuma from Phoenix and not to any other point and there is no chance for years to come to hook up with a direct road at either Ehrenberg or Needles with Phoenix. Los Angeles influence over Governor Richardson is such that there is grave danger of the contract which is to be let on the 26th of December for 14.5 miles between Holtville and Yuma being cancelled by the incoming governor. I hope not.

Yuma County is still holding \$75,000 which it agrees to spend in the construction of a good dirt road to the Pima County line via Ajo, if Pima County, with Tucson the county seat, will vote \$250,000 in bonds to connect the road to the Yuma County line. This construction is vital as it is a club over the head of the Phoenix crowd, forcing them to eventually pave a permanent

highway Phoenix to Yuma, or stand the danger of the paved highway eventually being built Tucson via Ajo to Yuma, cutting out Phoenix entirely, from trans-continental travel, and shortening the distance across the continent nearly 100 miles.

The Holtville Tribune announced last week that there are 100 machines a day coming from Yuma thru Holtville to San Diego where three years ago there was not an average of 3 machines a day. This will increase to 400 or 500 machines a day within the next two or three years, if we can only get the Holtville-Yuma gap completed.

There is no necessity of spending a dollar thru the sandhills. The plank road is good, simply a matter of spending some money in keeping the sand off after a wind-storm, but it is one of the star attractions of California to go thru those sandhills.

At the expense of the Chamber of Commerce I sent Senator Sample from El Centro to Yuma via automobile last week and he has come back red hot for an appropriation in this next legislature to complete the work of building Holtville to Yuma. If it cannot be done we will simply have to get Imperial County to vote bonds and perhaps raise a subscription ourselves to put it over. The main thing is to let those who have such influence with Governor Richardson bring that influence to bear for the early completion of the Holtville-Yuma road.

A reasonable appropriation should be made for the continuation of this work.

Yours very truly,

~~highway Phoenix to Yuma, or stand the danger of the paved highway eventually being built Tucson via Ajo to Yuma, cutting out Phoenix entirely, from trans-continental travel, and shortening the distance across the continent nearly 100 miles.~~

Ed Fletcher Papers

1870-1955

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Box: 23 Folder: 27

**General Correspondence - San
Diego Chamber of Commerce -**



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