

PIMA COUNTY HIGHWAY COMMISSION
OFFICES CITY HALL
TUCSON, ARIZONA

R. E. FISHBURN, CHAIRMAN
E. G. BUSH, SECRETARY
MONTE MANSFELD
J. A. POTTER
C. A. THOMAS

L. E. BARKER, ENGINEER

IN REPLY REFER TO
FILE NO.

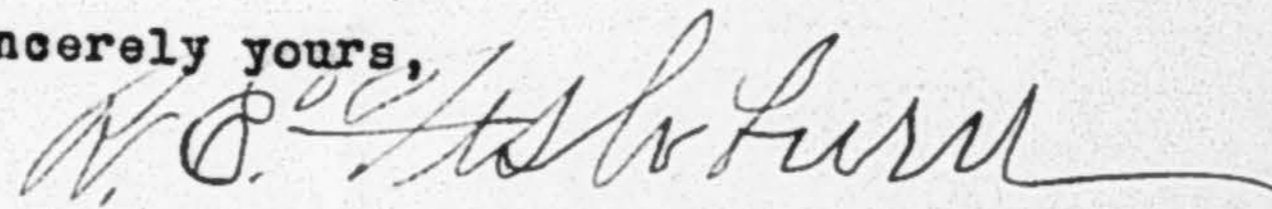
December 19, 1921.

My dear Fletcher:-

I enclose copy letter received from Automobile Club of Southern California; looks as though the Auto Club of Arizona had got in its work. The latter Club will not sign Ajo road; it is simply a creature of Phoenix and the State Highway Department, and as you know is fighting in every way the Ajo road. Maddox has refused to designate Ajo road as a primary road and the fight is on. We are circulating petitions and getting along all right. Think just before election if you could come here we can put it over.

Would it be possible for you to go to Washington with me and put our claims before Secretary Agriculture? I believe it might do good. We have saved Federal Government over \$50,000 on this Nogales pavement, which would not have been saved if recommendation of Maddock had been followed, and this should at least afford us a hearing. Wish I could be with you at foot-ball game; believe Arizona will give Center a run, but hardly expect her to win.

Sincerely yours,



Conway is coming here to-day to see me, will write you of interview.

February
Ninth
1922

Mr. R. E. Fishburn, Chairman,
Pima County Highway Commission,
Tucson, Arizona.

My dear Fishburn:

I thank you for your kind letter of
Feb. 6th.

I have seen Dr. Hewes once on this matter and am going to see him again within the next week or two.

Don't give any information to the press under any circumstances, but San Diego has called the Auto Club of Southern California on the carpet. We had their representatives, McStay and engineers, here yesterday and told them where to head in. We are to have a meeting with the directors of the Auto Club of Southern California next week Thursday, and we propose to have the Auto Club sign direct thru from San Diego to El Paso, irrespective of Phoenix, but under no circumstances do you want to give this to the press or let it leak out.

We are going to ask, of course, for the signing both ways, via Ajo and also via Phoenix, but we do not propose to let Phoenix kill our signing the Ajo road.

With kind regards, I am

Sincerely yours,

EF:KLM

July 17th,
1922

Mr. R. E. Fishburn,
Tucson,
Arizona.

My dear Mr. Fishburn:

Mr. Ronstadt was here and took such an interest in the proposition that I thought I would play up to him a little and write him. Inclosed find copy of all the correspondence and interview. My impression is that Mr. Ronstadt has very little confidence in Monte Mansfeld staying with us on this. Write me your impression of the situation.

With kind personal regards, I am

Very sincerely yours,

EF:F



INTERNATIONAL BOUNDARY COMMISSION
UNITED STATES AND MEXICO
AMERICAN SECTION

623 Mills Building,
El Paso, Texas,
July 29, 1922.

My dear Fletcher:

Your letter of the twenty-fifth instant, with enclosures, received and I find same most interesting. The possibility of immediately paving from Yuma west is glorious news, as that stretch of road is just about as bad as any between Tucson and San Diego; I will appreciate your kindness if you will kindly keep me posted re developments as to this work.

When you first wrote me re Mr. F. Ronstadt, I somehow got in my head it was his brother J. Ronstadt you referred to; these men are of an entirely different type; Fred is rather given to procrastination and fear of getting out and fighting; Joe is quite the reverse; now to take up letter of Mr. Ronstadt. He says Woods, Chairman of Board of Supervisors, has agreed to call bond election in September; as a matter of fact Supervisors have no voice in the matter; the County being bonded up to limit, the Supervisors could not call for a bond election, unless a petition with requisite number of signature is presented, in which case it is obligatory on Supervisors to call election. The Motor Trades Association have in their possession petitions with a sufficient number of signatures and what I have been trying to do, and what should be done, is to have these petitions presented to Board of Supervisors with as little delay as possible, then election could be called for September primaries instead of a special election; the important thing is to have petitions presented without delay. Monte Mansfield is President of Motor Trades Ass., and for some reason is unfavorable to presenting petitions; my own opinion is that they intend playing politics with this Ajo Highway proposition; this should not be as it is a clean cut question, quite aside from politics.

Ronstadt speaks of road to Gila Bend; the Highway Commission had something under \$5,000. left, and this was turned over to County Engineer to expend on road from Ajo toward Gila Bend, and as you will know this amount could not do much in way of permanent road. We never want to admit, or allow, the routing of our through Tucson-Ajo-Yuma-San Diego Highway via Gila Bend; we should insist on the shortest route; we are now selecting what eventually will be the great trans-Continental Highway of the southwest, and it will be a grave mistake if we fail now to select the best route for all time; to go from Ajo to Gila Bend is 50 miles farther. The New Cornelia Mining Company, Phoenix and Maddock are using this route via Gila Bend as a smoke screen, as they all want it for a connection between Ajo and Phoenix. Again the shortest route between Yuma and Ajo will be the most acceptable to Yuma, that she may the better do business with Ajo, and I will always

work for Yuma interests, as she has always worked with Tucson.

I cannot agree with Ronstadt in what he says re the Florence-Tucson Highway; that is a Federal Aid road; the State Highway Department agreed to designate it as a primary road, and I do not think there is slightest possibility of stopping work on it. The fact is I think there is entirely too much attention paid to what Phoenix may think or do; we have a fight (the southern Counties) and the sooner we come out openly the sooner we will get results.

Re taking up Reservation road building with Sec. Fall it can do no harm; he has of course absolutely no control over Federal Aid funds; the two men to go after are Sec. of Agriculture and Mr. McDonald. Our great difficulty will be that the State Highway Department will not consent to use of Federal Aid Funds apportioned to Arizona, being used to build Highway on Reservation; I fear our only hope is in forcing Gov. Campbell to use his influence in our behalf; he comes up for re-election and might think it advisable to please Pima, Cochise and Santa Cruz Counties, by allowing Ajo road to be completed.

In my opinion it would be better to "shoot" your interview; the more this matter is put before public, in my estimation the better. We are only going to get Ajo road through by fighting; that is the only way you have accomplished so much for San Diego, and this Highway, and that is the only way we can carry through your dream of a highway from El Paso direct to San Diego. Keep me posted. With kind personal regards,

Faithfully yours,

R. E. Fishburn

I enclose couple of cards; when you next write Mr. A. B. Fletcher kindly enclose one to him.

Same to:

August 1, 1922.

File in [unclear] 230-2.

Mr. R. E. Fishburn,
623 Mills Building,
El Paso, Texas

My dear Fishburn:

Inclosed find clipping that is explanatory and for your information.

Yours very truly,

Gardner
Buxton
Ronstadt
El Centro Progress
Holtville Tribune
Brawley News
Dr. Hewes
MacDonald
Rountree
Dr. Johnson.

*Fishburn -
Gould
A. B. Fletcher
Ryman*

EF:AH

*(Clipping about Tom Maddocks
& Yuma Road)*

November 4, 1922.

Mr. R. E. Fishburn,
Consulting Engineer,
International Boundary Commission,
First National Bank Building,
El Paso, Texas.

My dear Mr. Fishburn:

I desire to acknowledge receipt of your letter of the 1st inst., requesting to be advised with reference to a contract let on the Holtville-Yuma highway.

The only contract let by the State for work between Holtville and Yuma is the contract awarded to Oswald Bros., October 11, 1921.

Yours very truly,

A. B. Fletcher,

State Highway Engineer.



INTERNATIONAL BOUNDARY COMMISSION
UNITED STATES AND MEXICO
AMERICAN SECTION

730-2

First National Bank Building,
El Paso, Texas,
November 11, 1922.

Dear Fletcher: I enclose copy of letter received from Mr. A. B. Fletcher; according to this the 14½ miles of paving, on Holtville-Yuma road, which you said was contracted for by State Highway Commission, about October 11, could not have been let; will you kindly give me facts re this matter.

Looks as though bond issue to pave Phoenix-Los Angeles highway, carried; if so I will write you fully re this; I have always thought and still think that Phoenix cares no more for San Diego, than it does for Tucson, and some day you will realize that the only hope you have to obtain tourist traffic, is by completion of Ajo road.

Sincerely yours,

Fishburn

230.7
November
FIFTEEN
1922

Mr. R. E. Fishburn,
623 Mills Building,
El Paso, Texas.

My dear Fishburn:

Answering yours of November 11th, I received from A. B. Fletcher a telegram, a copy of which is herewith enclosed. I assumed that the contract had been let, after reading the telegram, but find that such is not the case. They are now advertising for bids and the contract will be let.

McStay of the Auto Club of Southern California has been knocking the Yuma road to a finish. Enclosed find copy of letter from Darlington of the Highway Commission, which is explanatory. Nothing can stop us going into Yuma with a highway and in the near future.

I see by today's paper that the \$2,500,000 bond issue is still in doubt. Enclosed find copy of letter I have written Buxton that is explanatory.

I thank you kindly for the picture. Did you meet Tom MacDonald when he was in El Paso. I agree with you absolutely on the Ajo road proposition.

Yours sincerely,

EF
KLM

Fishburn
230.7
First National Bank Building,
El Paso, Texas,
November 27, 1922.

Dear Fletcher:

I am in receipt of your letter of the twenty-third instant; of course I am delighted the bond issue was killed but to my mind it is simply delaying the matter, as Phoenix will keep at it until they pass the bill; Maricopa County is increasing in population and this with the district through Globe, Miami and Graham County, will sooner or later put a bill over. You have had your warning and I do trust realize what you are up against, i.e., sooner or later a highway from Phoenix to Los Angeles direct.

I have made it a point to go to the camping ground here and talk to the tourists passing through here to California, and they are almost unanimous in the following;

They care nothing about Tucson, Phoenix or any other place in route, but want to get to California as quickly as possible and by the shortest and best route.

They are all looking for warm sunny weather, and do not want to travel roads with mountains, cold and snow.

Many of them would like to see Imperial Valley, which has a sort of fascination for them.

Now if the Ajo road could be completed, in my opinion the travel would follow it, because of the warm sunny weather, no rivers and no grades, and even when Phoenix-Los Angeles paved road is built, I believe the bulk of travel would be over Ajo road; I say to you with all sincerity I fully believe the only hope San Diego has of getting the tourist traffic is in completion of Ajo road. Yuma should now realize that her only salvation is the Ajo road. It does seem to me that there should be some way of getting the Government to build the reservation stretch; Pima County is entitled to it by every rule of the game. With things looking anything but peaceful in Mexico, the War Department will be all the keener for it; then with Gen. Hines in Washington as Asst. Chief of Staff and later Chief of Staff, and he wanting Ajo road completed, seems to me if you could have a strong man in Washington working, you should be able to put it through. With best wishes, I am,

Sincerely yours,

FISHBURN

Ed Fletcher Papers

1870-1955

MSS.81

Box: 8 Folder: 10

General Correspondence - Fishburn, R. E.



Copyright: UC Regents

Use: This work is available from the UC San Diego Libraries. This digital copy of the work is intended to support research, teaching, and private study.

Constraints: This work is protected by the U.S. Copyright Law (Title 17, U.S.C.). Use of this work beyond that allowed by "fair use" requires written permission of the UC Regents. Permission may be obtained from the UC San Diego Libraries department having custody of the work (<http://libraries.ucsd.edu/collections/mscl/>). Responsibility for obtaining permissions and any use and distribution of this work rests exclusively with the user and not the UC San Diego Libraries.