

F. N. HOLMQUIST
ASST STATE ENGINEER
C. C. SMALL
CHIEF LOCATING ENGINEER
E. A. WOLFE
CHIEF CONSTRUCTION ENGINEER
W. J. JAMIESON
OFFICE ENGINEER
MERRILL BUTLER
BRIDGE ENGINEER

THOS. MADDOCK
STATE ENGINEER

W. R. INGRAM
CHIEF CLERK
E. C. MOORE
PURCHASING AGENT
S. R. STANFORTH
TRAVELING AUDITOR
J. H. ALLEN
SUPT. OF EQUIPMENT

**ARIZONA
HIGHWAY DEPARTMENT
PHOENIX, ARIZONA**

October 12th,
1921.

Mr. D. C. Rhodes,
Southern California Automobile Club,
Los Angeles, Calif.

Dear Sir:

You have no doubt received a copy of the correspondence between this office and the Board of Supervisors and their answer to you.

Enclosed note editorial which appeared in the Arizona Republican.

As I explained to you when you were in Phoenix, the Arizona Highway Department appreciates the value which has been received by the travelling public from the signs placed in the State of Arizona by your Association. We are naturally inclined to see any Arizona Association organized, and if possible, provide the travelling public with signs.

Our attitude in this whole matter has been that we are grateful for past benefits and on this account would not like to see your Association's signs destroyed in Arizona. As you are aware it is difficult to preserve these signs from vandals under any circumstances. When natural vandalism is augmented by local pride, I am afraid it will not be possible for you to keep your signs posted in this portion of the State. On this account, I am writing you suggesting the inadvisability of placing additional signs of the Southern California Automobile Association in districts of Arizona where a large number of people are opposed to their installation.

Yours very truly,

Thos. Maddock
Thos. Maddock,
State Engineer.

TM.RS.

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**ARIZONA
HIGHWAY DEPARTMENT
PHOENIX, ARIZONA**

November 21st,
1922.

Col. Ed Fletcher,
San Diego, Calif.

Dear Colonel:

I have just wired you as follows:-

"Think Los Angeles road amendment lost (stop) Result close (stop) Advise later."

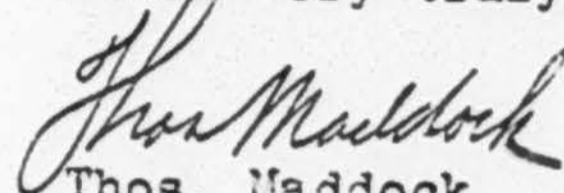
This is certainly too bad because they had a big dinner the other night in celebration of the passage of this amendment. I sincerely hope that the bond issue is beaten but was very much surprised at the heavy vote recorded. They played very cleverly here by not coming out with the amendment until late and then making a big pull for it in Maricopa county. The counties of opposition recorded a less percentage of votes on this measure than Maricopa. If this bill is defeated, I think it means the end of this question as our Phoenix-Yuma road is rapidly being completed. If we can get it far enough along to provide an outlet the demand for the Los Angeles road will automatically cease. In two years when the 7% system of Arizona is not only on paper but on the ground and in the minds of the people of the State, and when those persons who do not live on the 7% system have become reconciled to the fact and desire a connection to the 7% system rather than to have it distorted out of logical route in order to go in front of their house, I believe that we can get over a fifteen or twenty million dollar bond issue to complete the paving on the 7% system.

Approximately one-fourth of the distance across Arizona will be paved by the first of January. I will be particularly glad if the amendment is defeated as its passage would mean that Maricopa county would probably vote no on any future State bond issue with her main roads secured. The Wilkinson people secured the support of the Hunt radical forces on this question. These latter are always ready to vote for bonds as they do not pay any of the freight and sometimes can secure a job.

The new State Engineer after January first will be Frank R. Goodman, former Division Engineer in the northern part of Arizona and at present County Engineer for Coconino county.

Don't forget Bright. I understand Morton of San Diego county has a good chance and that he is a very good man. Bright might make a good compromise with the Los Angeles people.

Yours very truly,


Thos. Maddock,
State Engineer.

TM.RS.

January
Fourteenth
1922

State Engineer Maddock,
Phoenix, Arizona.

My dear Maddock:

Before I went to Tucson and Phoenix, the Automobile Club of Southern California, in writing, authorized me, as their representative, to agree that they would put the signs thru counties where the county officials asked it and where each county paid for the signs.

On my way to Tucson I took the matter up with the Board of Supervisors of Yuma County, Pima County and Cochise County, and they all passed formal resolutions authorizing the Automobile Club of Southern California to put Automobile Club of Southern California signs from California to the New Mexico line via Ajo, Tucson and Yuma. Now you have the Automobile Club of Southern California signs from Needles to Winslow, thru the northern end of Arizona. It is only fair that Southern Arizona should have the same courtesy extended to it. It will eliminate a tremendous amount of hard feeling, and I want your consent to have the Auto Club of Southern California, at least temporarily, sign this route.

If this is not done, I am in the position of having broken my word with these three counties, which obligation I assumed before I came to Phoenix. If the Automobile Club of Southern California did not have its signs from one end to the other thru Northern Arizona, there might be a reason for turning this proposition down. All I want is a letter from you which I can send the Automobile Club of Southern California. I am sure you will realize my position in the matter.

With kind personal regards, I am
Sincerely yours,

EF:KLM

ARIZONA HIGHWAY DEPARTMENT

PHOENIX, ARIZONA

January 16th, 1922.

Col. Ed Fletcher,
San Diego, Calif.

Dear Sir:

Your letter of January 14th.

Evidently I failed to explain our attitude in regard to the sign situation, in former letters. The only provision in the State law in regard to signs is that they shall be placed by the Board of Supervisors. The State Highway Department welcomes any good signs which assist traffic. We will do all that we can to see that they are not destroyed.

Where the Boards of Supervisors feel the same way, we believe that they can be placed and maintained. Where the Boards of Supervisors are antagonistic we believe that it is foolish to put up signs.

This Department appreciates the aid to tourists from the signs one time posted in northern Arizona and has no objection to their use in southern Arizona but only want you to know that the signing of the roads is not one of our duties.

Yours very truly,

THOS MADDOCK

State Engineer

TM.RS

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ARIZONA
HIGHWAY DEPARTMENT
PHOENIX, ARIZONA

February 17,
1922.

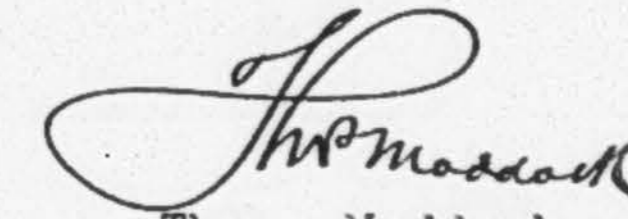
Col. Ed Fletcher,
San Diego, Calif.

My dear Mr. Fletcher:

Our survey between Yuma and Phoenix is 205½ miles long. The present road on the north side of the river is 201.4 miles but this no doubt could have been shortened a few miles by the survey. The road from Phoenix to Blythe, direct, is 169.7 miles, according to Locke; if traffic goes around by Bouse it is 183.7 miles. If this road were run from Hassayampa to the vicinity of Vicksburg and Quartzite instead of into Salome, it could be reduced somewhat in distance.

You can see from this that there would be approximately 100 miles saved from Phoenix to Los Angeles, direct, rather than by the way of Yuma and San Diego--also, if we installed air-planes it would be shorter still. Nevertheless unless interfered with, we are going to build to Yuma. From there on it is up to you.

Yours very truly,



Thos. Maddock,
State Engineer.

TM.RS.

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**ARIZONA
HIGHWAY DEPARTMENT
PHOENIX, ARIZONA**

July 31,
1932.

Col. Ed Fletcher,
San Diego, Calif.

Dear Sir:

This Department is not behind the two and a half million dollar bond issue. However, it is our opinion--as our business is construction and we are strong for good roads--that every paved highway connecting our centers of population, is economically justified. We are not opposed to this road construction but feel that the money can be spent to much greater advantage on the road thru the Gila Valley to Yuma. We doubt that the amendment will carry but if it does, this Department will cheerfully build the road.

Our preference for the road by the way of Yuma is signified by our continuation of its construction with the funds available and our successful endeavor to secure these funds from the Legislature. We believe that the southern road will provide an outlet which will satisfy the business needs of a larger number of people and transverse a district which is much more susceptible to development, provide greater advantages for local traffic and be shorter for pleasure seekers going to the Pacific Coast; that there is a better prospect for our connecting with a good road in California by the southern route and that there is a good crossing of the Colorado River at Yuma against an extremely poor bridge site across a very wide valley on the other route.

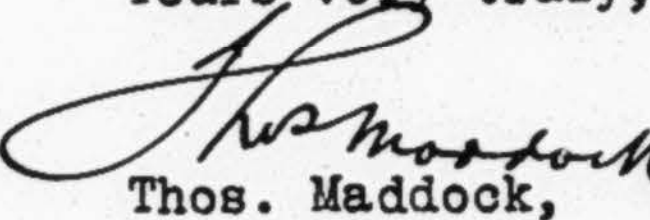
The two and a half million dollars cannot be met at the present time with Federal Aid as our 7% system is applied for on the route thru Yuma.

You will understand that these facts speak for themselves and in view of this being election year and the tendency of people to twist statements around to the detriment of those who make them, this letter is not for publication.

We are going on with the Cave Creek dam construction despite criticism.

I may go to San Francisco to secure the final approval of our 7% system. If I do so, will try to motor from San Francisco to San Diego in order to get a line on California highways. If this is possible, will see you in San Diego.

Yours very truly,


Thos. Maddock,
State Engineer.

TM.RS.

230-4
August 3, 1922.

Mr. Thos. Maddock,
State Engineer,
Phoenix, Arizona.

My dear Maddock:

I acknowledge receipt of yours of July 31st and contents noted. Am sorry you could not stay longer with us, and see more of our back country.

I mailed you yesterday, copy of my letter I had written to Dr. Hewes regarding early approval of your Federal highway recommendation. I wish you would write to A. B. Fletcher and Dr. Hewes, telling them that you have made the trip to Yuma from San Diego, and that the worst piece of road is thru the Yuma Indian Reservation, and something should be done immediately, sending me a copy of the letter which I will keep confidential.

A word from you means everything, particularly if you tell them of your activities between Yuma and Phoenix, and you can put it in the shape of a personal letter to Fletcher, and I know he will appreciate it. He is in sympathy with our desire for the early completion of the Holtville-Yuma road, and can use a letter from you to advantage. Why not write a letter to Fletcher and send a copy of it to Dr. Hewes, and if you desire, you can quote me saying Mr. MacDonald has offered to put up all the money to build the road thru the Yuma Indian Reservation, in case the state highway commission will approve it.

With kind personal regards, I am
Sincerely yours,

EF:KLM

October 31, 1922.

Mr. Thos. Maddock,
State Engineer,
Phoenix, Arizona.

My dear Mr. Maddock:

The Los Angeles Times is writing a fine article on the San Diego-Phoenix road via Yuma. I am making a report of the San Diego-Yuma conditions. Will you please write me a short letter stating what has been done, what is being done and how soon, roughly, it will be completed, and I wish you would send me a few pictures of your work between Phoenix and Yuma if you have any.

Thanking you kindly, I am

Sincerely yours,

EF:KLM

P. S. I am helping Governor Campbell all I can in Southern Arizona in order to see him re-elected.
E.F.

730 ~

ARIZONA HIGHWAY DEPARTMENT

Phoenix, Arizona
Nov. 21, 1922.

Col. Ed Fletcher,
San Diego, Calif.

Dear Colonel:

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Don't forget Bright. I understand Morton of S. D. Co. has a good chance and that he is a very good man. Bright might make a good compromise with the L. A. people.

Yours truly,

THOS MADDOCK

ORIGINAL TO WHITE

STATE ENG.

Ed Fletcher Papers

1870-1955

MSS.81

Box: 17 Folder: 3

General Correspondence - Maddock, Thomas



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