

220-3

July 19, 1922.

Dr. L. I. Hewes, Deputy Chief Engr.,
Bureau of Public Roads,
886 Mills Building,
San Francisco, Calif.

My dear Dr. Hewes:

Inclosed find copies of letters I
have received from Governor Lugo, which are ex-
planatory and for your information.

With kind personal regards,

Very sincerely yours,

EF:AH

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230-✓

July 31, 1922.

Dr. L. I. Hewes,
Regional Director, U. S. Bureau of Public Rds.,
886 Mills Bldg.,
San Francisco, Calif.

Dear Sir:

Please accept the deep appreciation of Mrs. Maddock and
myself for the opportunity to ride from San Francisco to
Los Angeles. We had a fast machine and a good driver and,
with the possible exception of myself, a congenial crowd.
I believe the other State Highway Engineers also enjoyed
the trip and the opportunity to inspect California work.

Mrs. Maddock will send Mrs. Hewes the recipes she spoke of.
In addition please remind Mrs. Hewes of our invitation to
her which will provide an opportunity for her to meet several
of her old acquaintances.

At Los Angeles I saw the Chief Engineer of the Santa Fe in re-
gard to the elimination of a couple of grade crossings, then
caught the train to San Diego, where, thru the kindness of
Colonel Ed I inspected the Lake Hodges and Murray Dams, which
are similar to the one we are now constructing in Cave Creek,
and then drove from San Diego to Yuma, making the trip in
six hours.

The new Willite paving east of Holtville looks and rides very
well. I understand that they have funds for an additional
five miles which might be stretched to ten if Federal Aid could
be secured. While we have more bad roads than California, I
believe that the worst stretch of highway between Phoenix and
San Diego is in California.

Give my regards to Bright and also to Mr. Finch who was an
excellent conductor on the San Francisco-Los Angeles trip.

Yours very truly,

Thos. Maddock,
state Engineer.

TM.RS.

230-2
July 31, 1922.

Dr. L. I. Hewes,
Bureau of Public Roads,
886 Mills Building,
San Francisco.

My dear Dr. Hewes:

I had the pleasure of a visit from Mr. and Mrs. Thomas Maddock yesterday and we inspected a couple of the concrete dams here, and a few of our highways, and then I sent them over yesterday afternoon, Sunday, to Yuma. We had a very pleasant visit.

There is a matter that I am taking up voluntarily, for Mr. Maddock seems to be worried that if your department does not take early action in the matter of adopting his recommendation as to state highways, that it may get into politics this coming primary election, and for that reason he hopes that you will take early action, and thereby clarify the atmosphere.

My understanding is that he has declared as a primary road Phoenix to Yuma. Naturally I would very much like to see the Phoenix-Ajo road declared a primary, or secondary road, as this is the only club we have over the Phoenix crowd to hold them down on their Hassayampa-Ehrenberg road; but, in the last analysis you will do what is right and it is up to your department. I do hope you can get early action in the matter, in any event, for I am somewhat familiar with the local situation over there, and know that it is for the best interests of the state that the government take early action in determining what roads they are going to improve.

With kind personal regards, I am

Sincerely yours,

EF:KLM
cc- Mr. Maddock

August 7, 1922.

Dr. L. I. Hewes, Regional Director,
U. S. Bureau of Public Roads,
886 Mills Bldg.,
San Francisco, Calif.

Dear Sir:

We have sent the District engineer five copies of the 7% system map, as requested by the Bureau of Public Roads.

The breadth of the line makes it impossible to show the detail of railroad and river crossings. We hope to receive an early approval of this system. I am extremely anxious to get this on account of the campaign for a paved highway from Phoenix to Ehrenberg, which involves a very expensive crossing of the Colorado River and connects with no State road on the California side.

I was greatly pleased at the quick time we were able to make between San Diego and Yuma and did not realize that so much paving had been completed. The worst piece of the whole road is between Yuma and the sand hills, the next between the sand hills and the end of the Willite paving out from Holtville. If it is at all possible for Federal Aid to be used exclusively thru the Indian Reservation, and also to supplement the funds available for additional Willite paving, the California portion of this entire highway is going to be in first class condition.

We are pegging away on the 25 mile stretch between the Gillespie Dam and Gila Bend. We shall have the road from Yuma completed into Wellton by August 15th. We hope to be able to call for bids on all of the remaining portion of the highway in Yuma county within the next two weeks and also to get something going in Maricopa county so that the Arizona portion of this thru road can be practically completed during the coming winter season.

Yours very truly,

Thos. Maddock,
State Engineer.

TM.RS.

10 copies
230-28

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
REGIONAL HEADQUARTERS

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

SAN FRANCISCO, CALIFORNIA
August 21, 1922.

Colonel Ed. Fletcher,
920 Eighth St.,
San Diego, California.

My dear Colonel Fletcher:

Answering your letter of July 28 relative to Yuma-Maricopa County Federal Aid matters, the following facts are as they appear in our District office at Phoenix:

Project 46 in Maricopa County - 31.775 miles of concrete pavement have been completed and are in use.

Project 53 in Maricopa County - 23.454 miles in length - is under construction and approximately 50% completed from Gila Bend north.

Project 56 in Maricopa County, 14.943 miles in length from Gila Bend west. Plans, specifications and estimate recommended for approval by the District office on August 14th and forwarded to Regional Headquarters. Delay was experienced in effecting a satisfactory adjustment of the design of this project in order that it might be recommended for approval by the District office, the matters involved being width of grade, drainage structures, width and nature of surfacing material and the necessity of securing the signature of the Board of Directors of State Institutions on the two-stage Resolution and a statement from the Highway Department that this project was governed thereby.

Project 55 in Yuma County - 42.614 miles in length between Wellton and Aztec. Plans, specifications and estimate were approved by the District

cc to Rountree } Ariz. Tax Payers Magazine
Phil C Merrill }

-2-

office on August 18. The conditions affecting project 56 similarly existed on project 55.

Project 26 in Yuma County - 18.629 miles in length - easterly from Yuma. Approximately 90% completed.

The projects above enumerated aggregate approximately 131 miles, covering the major portion of the Phoenix-Yuma Highway, the total length of which is approximately 200 miles.

There was some delay in satisfactorily adjusting these projects, due to a misunderstanding as to their classification on the 7 per cent system. This now has been eliminated by the adoption of the two-stage construction.

Very truly yours,

B. J. Heaves

Deputy Chief Engineer.

*Send copies all
this cases to
go to Mr. Marshall
Recd.*

September 26, 1922.

PERSONAL.

Dear Dr. Hewes:

Yesterday evening Col. Ed Fletcher, of San Diego, came to see me, after talking with you earlier in the day, concerning the El Centro to Yuma State highway. He was full of the idea of having Secretary Wallace of the Department of Agriculture write to the California Highway Commission ordering the Commission to give preference to the early completion of the above road before further work on the other interstate connections proceeds.

I think we are all in accord with the desirability of expediting the El Centro to Yuma road and completing it at the earliest date, but I doubt somewhat the efficacy of the procedure which the Colonel has hit upon,

It seems to me that the most practical thing to do under the conditions would be to have Mr. MacDonald, rather than the Secretary, write a letter to the Commission based, if you please, on his observations during his journey last July through the southern part of the State and setting forth fully his views (you and I know what they are) as to the desirability of ^a the single interstate connection in the south being put into safe and convenient condition as soon as possible, centering all efforts to that end and stopping the present scattering of effort.

The letter might even hint at the powers which the Secretary of Agriculture has under Federal Aid Road legislation in

ordering the expediting of work under such conditions.

It seems to me that such a letter from Mr. MacDonald would be more useful at present than the more drastic sort which the Colonel has in mind. Such a letter would serve to give support to what I know is the desire of the Commissioners and would perhaps overcome the hesitancy of the Commission to divert moneys at the present time to this road, which moneys the Commissioners have been conserving in every way possible for fear of a possible breaking down of the so-called "State Highway Budget".

I am making these remarks as a suggestion only, and you will, of course, use your own good judgment in acting upon them or not.

Yours very truly,

CC: Col. Fletcher.

Dr. L. I. Hewes,
 Deputy Chief Engineer
 Bureau of Public Roads,
 Mills Bldg.,
 San Francisco, Cal.

Copy - E. B. Gould
 F. M. White

230 ✓

November
TWENTY ONE
1922

Dr. L. I. Hewes,
Mills Building,
San Francisco.

My dear Dr. Hewes:

Enclosed find letter from Franklin, president of the Yuma National Bank, also copy of letter from C. E. McStay, secretary of the Automobile Club of Southern California. Would you kindly write to J. E. Franklin, President, Yuma National Bank, acknowledging receipt of his letter of the 18th, and tell him you have been over the Holtville-Yuma road; that you have recommended to the government that this road be built; that either you or Mr. MacDonald has agreed to approve an appropriation for the construction of all of the highway thru the Yuma Indian Reservation in case the California Highway Commission will allow it to be deducted from California's allotment.

I would appreciate your writing a letter along these lines more than I can say, and the more I am kept out of it personally, I guess the better for all concerned. I would like a copy of any letter you write Mr. Franklin.

With kindest regards, I am

Sincerely yours,

EF:KLM

cc White
cc Franklin
cc Gould

Ed Fletcher Papers

1870-1955

MSS.81

Box: 12 Folder: 4

General Correspondence - Hewes, L.I.



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