





## Statement - San Diego - Phoenix Race.

## Subscribed and paid

|                          |        |
|--------------------------|--------|
| Wilson Smith & Co.       | 100.00 |
| Warner M. Bateman        | 100.00 |
| Hunt Auto Co.            | 100.00 |
| Tibbals Gavin Co.        | 100.00 |
| Western Rubber Supply    | 100.00 |
| Auto Tire Co.            | 100.00 |
| J.F. McCadden            | 100.00 |
| Spreckles Co's.          | 250.00 |
| Clearing House Banks     | 500.00 |
| McFadden & Buxton        | 100.00 |
| Union Title & Trust Co.  | 100.00 |
| S. D. Con. Gas & Elec.   | 150.00 |
| Rice Landswick Co.       | 100.00 |
| San Diego Securities     | 100.00 |
| Joe Sefton               | 100.00 |
| Rufus Choate             | 50.00  |
| C. H. Oesting            | 50.00  |
| Pacific Building Co.     | 50.00  |
| Homeland Improvement Co. | 50.00  |
| Southern Title Guaranty  | 50.00  |
| Potter & Starkey         | 50.00  |
| Frevert-Bledsoe Co.      | 25.00  |
| Booklovers Shop          | 25.00  |
| Ford Auto. Co.           | 50.00  |
| Hazard Gould Co.         | 50.00  |
| Thomas Hamilton          | 25.00  |
| San Diego Brewing Co.    | 50.00  |
| Jerry Sullivan           | 10.00  |
| F. T. Scripps            | 25.00  |
| Lion Clothing Co.        | 25.00  |
| H. L. Weston             | 10.00  |
| W. L. Lowe               | 25.00  |
| H. H. Peters Jr.         | 25.00  |
| Holzwasser Inc.          | 25.00  |
| Alfred Stahl & Sons      | 10.00  |
| Barney McKie & Rife      | 25.00  |
| O. B. Wetzell            | 25.00  |
| Porter & Forbes          | 25.00  |
| Benbough Furniture Co.   | 25.00  |
| Johnson Connell & Saum   | 25.00  |
| J. R. Caldwell           | 5.00   |
| Garrettson Inv. Co.      | 10.00  |
| W. B. Hage               | 50.00  |
| Rex B. Clark             | 25.00  |
| Simon Levi Co.           | 10.00  |
| C. H. Co.                | 10.00  |
| C. W. Fox                | 25.00  |
| San Diego Cycle & Arms   | 5.00   |
| Pacific Wood & Coal Co.  | 5.00   |

\$3050.00

## Subscribed and unpaid

|                       |        |
|-----------------------|--------|
| U.S. Grant Hotel      | 100.00 |
| ✓ Pacific Auto Supply | 25.00  |
| ✓ F. Jennings         | 10.00  |
| ✓ M. Hall             | 10.00  |

\$145.00

45

100.00

## Deposits

|         |         |
|---------|---------|
| Oct. 18 | 1500.00 |
| " 19    | 725.00  |
| " 22    | 355.00  |
| " 23    | 205.00  |
| " 23    | 265.00  |

\$3050.00

Nov. 1-12

95

3145.00

YUMAFUND

From the papers of Ed Fletcher, the following letters have been removed to the alphabetized correspondence files:

## "FUNDRAISING FOR YUMA ROAD - 1924"

ANTHONY, H. E.:

Fletcher to Anthony, (3 letters) 9/13/23, 9/13/23, 9/28/23

Anthony to Fletcher, 10/2/23

COTTON, O. W.:

Fletcher to Cotton, (2 letters) 9/14/23, 9/28/23

DAVIDSON, G. A. (Pres. of Southern Trust &amp; Commerce Bank):

Fletcher to Davidson, (5 letters) 9/13/23, 9/28/23, 1/23/24, 2/1/24, 2/9/24

Fuller, F. B. to Davidson, 1/31/24

DIX, Charles L.:

Fletcher to Dix, (3 letters) 9/14/23, 9/28/23, 10/24/23 with an attached intercompany letter

DORLAND, W. S.:

Fletcher to Dorland, (2 letters) 9/13/23, 9/28/23

Darnall, O. E. to Fletcher regarding Dorland, 9/24/23

GOULD, E. B. of Hazard-Gould Co.:

Fletcher to Gould, (2 letters) 9/14/23, 9/28/23

Fletcher to HEARD, Dwight B., 8/18/22

HELLER M. F.:

Fletcher to Heller, (3 letters) 9/14/23, 9/19/23, 10/6/23

Company note by Heller, undated

JONES, H. H.:

Fletcher to Jones, (3 letters) 9/12/23, 9/28/23, 10/26/23

Jones to Fletcher, 9/21/23

LANDIS, C. W. of Union National Bank:

Fletcher to Landis, (2 letters) 9/13/23, 9/28/23

LYMAN, John B. to Fletcher, 8/17/22

MAXWELL, Robt D.:

Fletcher to Maxwell, 9/28/23

Maxwell to Fletcher, 10/1/23

NAYLOR, F. B.:

Fletcher to Naylor, 9/14/23

Naylor to Fletcher, 9/21/23

PORTER, Sam:

Fletcher to Porter, (2 letters) 9/13/23, 9/18/23

Porter to Fletcher, 9/14/23

RUSSELL, James R.:

Fletcher to Russell, (3 letters) 9/13/23, 9/28/23, 10/5/23

Russell to Fletcher, 9/29/23

SEFTON, Joseph:

Fletcher to Sefton, (2 letters) 9/13/23, 9/28/23

Fletcher to SHAW, Lin F., 1/22/24

*Letter given to  
as per record*



SINCLAIR, B. W.:

Fletcher to Sinclair, (2 letters) 9/14/23, 9/28/23

Sinclair to Fletcher, 10/1/23

Fletcher to WATSON, R. W., 1/26/24

WORTH, Howard F.:

Fletcher to Worth, (2 letters) 9/14/23, 9/28/23

\*SIMILAR LETTERS TO: BELCHER, Frank; SPRECKELS, Claus; and STERN, Chas. F.; PLACED WITH THEIR CORRESPONDENCE FILES.

From the papers of Ed Fletcher, the following letters were removed to the alphabetized correspondence files:

HIGHWAY FUNDING (EL CENTRO) CASA GRANDE

Fletcher to HARPER, J.C., 3/13/22

HULSE, BEN

Fletcher to Hulse, 1/29/41

Hulse to Fletcher, 2/1/41

MATERIALMEN'S ASSOCIATION

Materialmen's Association to Fletcher, 9/20/23

Fletcher to M.A., 9/22/23

MAXWELL, Robert D. [Pres., Automobile Dealer's Assn]

Fletcher to Maxwell, 9/28/23

Maxwell to Fletcher, 10/1/23

NAYLOR, F.B.

Fletcher to Naylor, 9/14/23

Naylor to Fletcher, 9/21/23

Fletcher to SEARS, George, 3/20/22

Fletcher to SHAW, Lin F., 1/22/24

VALENTINE, W.L.

Fletcher to Valentine [2 letters] 2/13/22, 3/1/22

Fletcher to WATSON, R.W., 1/26/24

WORTH, Howard F.

Fletcher to Worth [2 letters] 9/14/23, 9/28/23



February 10, 1920.

Escondido Chamber of Commerce,

Mr. J. H. Heath, Secretary,

Escondido, Cal.

Dear Sir:

Replying to your favor of the 3rd ult., having reference to the paving of Grant Avenue, instead of Washington Avenue, in Escondido, I beg to state that your communication and the petition was considered by the Highway Commission, in formal session, yesterday, and I quote, for your information, the motion made at that time by Col. Fletcher, seconded by Mr. White and unanimously carried:

"That the Chairman be authorized to write the Chamber of Commerce of Escondido that, after consideration, we find it will cost at least \$15,000 more to pave Grant Avenue, while the same results are accomplished by paving Washington Avenue and eliminating the additional expense; therefore, it is the sense of the Commission that the County should not assume that additional burden, but the Commission would seriously consider making the change, providing the additional funds (\$15,000) was raised by outside parties. At this time, the Commission desires to call your attention to the fact that Chula Vista has already let a contract to pave within its city limits, and connecting up our County Highway system. National City, El Cajon and Oceanside are taking similar steps, and the Commission respectfully requests that the City of Escondido do likewise, as per the promise of the citizens of Escondido."

I beg to remain,

Yours very truly,

COUNTY HIGHWAY COMMISSION

By \_\_\_\_\_

Chairman.

SW-H

October  
Eighteenth  
1921

El Centro Chamber of Commerce,  
El Centro, California.

Gentlemen:

As you are aware, the present road is passable - Holtville to Yuma - and it is only a question of time when we will have it paved to Yuma. Our one anxiety is Yuma County, and the construction of its road through Yuma to the Maricopa County line, also to the Pima County line via Stovall and Ajo.

We have six or eight millions of dollars invested, or will have, in our highway - San Diego to Yuma - and yet during the months of July, August, and September, a careful count was kept of the transcontinental travel, and we secured the following records:

For the three months ending October first, 15,420 machines passed Needles, going west toward Los Angeles, 162 machines a day, during that period went through Blythe to Los Angeles, while the average was only 10 machines a day from Yuma west.

We have all the advantages, both of distance, better scenery, and less desert, if we can only get our highway through to Tucson. Five months of year practically all of the western travel must come through El Paso and Tucson, owing to the climatic conditions. Our united efforts should be concentrated on this route.

Pima County has already built eighty-five miles of road from Tucson to Ajo, and are now campaigning for another bond issue to complete the road to the Yuma County line. Yuma County has the bonds voted, but cannot sell them for less than par. They are only worth about 95 today.

Our plan is to help Yuma County, and the only way to do it is to raise the difference by private subscription in the sale of its \$250,000 worth of bonds for the Phoenix-Ajo road. \$12,500 is the estimate of the money necessary to put the deal over. Yuma has agreed to raise \$2500; San Diego has already raised \$4000. Certainly im-



October  
Eighteen  
1923

perial Valley should raise \$2500 if San Diego raises \$7500. The bids are to be opened November first. It is hard work for us to raise the \$7500 bonus here, but we intend to do it if it is possible.

Will you consult with your leading business men and see if Imperial Valley will do its part, and to what extent? If the \$250,000 worth of bonds sell for more than 95, then the relative amount necessary to raise will be reduced to that extent.

We certainly hope to have your co-operation. The Board of Supervisors of San Diego County are planning to make a liberal subscription and take the money from the Immigration Fund. This may be a suggestion to you to take the matter up with your Board of Supervisors along that line. Certainly it is the best way in the world to spend money for advertising to divert the continental travel through Imperial Valley and to San Diego.

Over 200 machines a day during July, August, and September transcontinental travel went through Tucson to Phoenix, thence to Los Angeles. This travel would all have come via Yuma, Imperial Valley, and San Diego if we had had a safe road for travel. The transcontinental travel is increasing 25% a year. If we had 200 machines a day, averaging three persons, coming through Yuma and Imperial Valley, it would mean a tremendous sum of money, transit travel, left daily in the Imperial Valley towns, and unquestionably, you would get a certain percentage as new settlers.

This Yuma-Ajo link is approximately 100 miles shorter to Tucson and across the continent than to go from Yuma to Phoenix and Phoenix to Tucson. It has the advantage of no rivers whatever to cross, via the Ajo route, as compared to four big rivers, not bridged at the present time, via Phoenix.

We certainly hope for your co-operation and that you will realize this is the missing link, or rather the connecting link, which, if completed, makes it possible for us to safely divert transcontinental travel through Imperial Valley to San Diego.

Very sincerely yours,

Clearing House Committee,  
San Diego, California.

Attention Mr. R. H. Gunnis

My dear Mr. Gunnis:

I will be out of town Friday, so am writing you to take up with the Clearing House Committee, please, the question of a donation of a sum, the minimum \$250 and maximum \$500, the money to be paid to W. P. Clements, President of the Casa Grande Valley Bank, to be used in the construction of the S. P. cut-off, so-called, from Casa Grande to Gila Bend, all as per map herewith enclosed.

Also find last week's report of Walter C. Smith, county engineer of Pinal County, in charge of the work. Pinal, Cochise and Pima counties in Southern Arizona are financing by private subscription the construction of this road. 38 miles of it are in Maricopa County and the Maricopa supervisors will not put up a dollar to assist in constructing this cut-off, for it cuts out Phoenix.

It shortens the distance across the continent 92 miles. Eventually, in my opinion, the main highway that will be used, will follow the Southern Pacific Railroad from El Paso, Texas to Yuma, the entire distance and will be a real competitor with the highway following the Santa Fe Railway from Pueblo, Colorado to Los Angeles. When people know they can follow the Southern Pacific Railroad the entire distance and get help in case of necessity, it is a very comfortable feeling, and we have the advantage in the fact that every day of the year our route is open. This is not the case with any other route.

Lin Shaw of Holtville, former supervisor, is the authority for the statement that 50 to 75 machines a day are now coming over our Yuma route as against 5 machines a day three years ago, and as soon as this cut-off is completed, we have every reason to believe two or three hundred machines a day will come via Yuma.

I have made a pledge to assist in every way I can



and ask you to please be as liberal as you can in helping me to raise this \$2500 fund, sending the check direct to W. P. Clement, Casa Grande Valley Bank, Casa Grande, Ariz.

Enclosed find copy of letter from him that may be of interest.

Yours very truly,

RF:KLM

to assist

January 22, 1924.

Callexico Chamber of Commerce,  
Callexico, California.

Gentlemen:

Enclosed find copy of letter from Walter C. Smith, county engineer of Pinal County, who is building a short-cut road to Gila Bend and will have it done in less than a month.

Southern Arizona put thousands of dollars into this road. It must be completed. San Diego citizens privately gave nearly \$2,000. It is a crime if this work is stopped just for a paltry \$2,000 or \$3,000.

It means more to us than any road that has been heretofore built, for it shortens the distance 92 miles across the continent and follows the Southern Pacific Railroad the entire distance.

This letter is confidential, but for heaven sake get busy and send to the president of the Casa Grande Valley Bank, Mr. W. P. Clements, who is treasurer handling this fund, a few hundred dollars to complete the work. This is the last request I will ever make to you for money for road construction.

Yours very truly,

RF:KLM



January 25th, 1924.

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

Dear Mr. Fletcher:

We wish to acknowledge your letter of January 22nd, enclosing a copy of a letter from Walter C. Smith, County Engineer, Pinal County, who is building a short cut road to Gila Bend.

We are sincerely anxious to be of any financial assistance within our power toward the furthering of good roads here and on the southerland highway. Our expenditures on road improvements, however, far outbalance our budget and we are unable to make definite promise of financial assistance to Mr. Smith at the present time. I assure you, should we be able to assist in any contributions we will be only too glad to do so.

Yours very truly,

CHAMBER OF COMMERCE,

By *George M. Gage*

GG ER

January 23, 1924.

Manager;  
Barbara Worth Hotel,  
El Centro, California.

Dear Sir:

Enclosed find copy of letter from Walter C. Smith, county engineer of Pinal County that is explanatory.

Imperial Valley pledged \$1,000 but only \$200 has been sent. Won't you please send \$100, or any amount you feel you can, to Mr. W. P. Clements, president of the Casa Grande Valley Bank, Casa Grande, Arizona, who is treasurer handling this fund. This is a vital matter.

Smith has moved Pinal county's entire equipment over into Maricopa County to complete this road and we are dead wrong not to play the game with them. They have already spent thousands of dollars to build this stretch of 40 or 50 miles, which gives Imperial Valley and San Diego County a lead-pipe cinch on thru travel.

I hope you will do what you can to help the good work along.

Yours very truly,

EF:KLM



170-73  
January  
Twenty-eight  
1924.

Hotel Barbara Worth,  
El Centro, California.

Gentlemen:

Referring to your letter to Mr. Clements,  
copy of which you sent me, I certainly appreciate  
your cooperation very much. This is the last time  
I shall ask for help on road work, but this is  
a vital matter, and will result for the good of  
Imperial and San Diego counties.

Yours truly,

EF:KLM

Jan. 24, 1924.

Mr. W. P. Clements, Pres.,  
Casa Grande Valley Bank,  
Casa Grande, Arizona.

Dear Sir:

Enclosed herewith you will find check in the amount  
of \$100.00 towards highway fund.

Wishing you much success in your undertaking, I am

Yours very truly,

HOTEL BARBARA WORTH

WRC/H



Send to each contributor on the Casa Grande road.

Enclosed find copy of weekly report of the county engineer of Pinal County, in charge of the so-called S. P. cut-off work between Casa Grande and Gila Bend which is explanatory.

Los Angeles thru delegates over there, is feeling our competition, and with Phoenix is working harder than ever on the Blythe-Mecca cut-off. If there was ever any question of the necessity of our everlastingly keeping at it, the action at Globe and Miami proves ~~###~~ answers it.

Yours truly,

send copy of Smith's letter to E. B. Gould, Jack Thompson and Stanley Hale.

(L)

- See mention - \$150 to \$250*
- \* Same to Claus Spreckels \$150 to \$250
  - \* H. H. Jones 150 to 250
  - \* Southern Trust & Commerce Bank, Attention Davidson - \$100 - 50
  - \* First National - Belcher - \$100 - 50
  - \* Merchants National - Brant, Mgr. - \$100 - 50
  - \* Secutiry - \$100- 50
  - \* Union National \$25 to \$50
  - \* U.S.National - \$25 to \$50
  - \* San Diego Savings - Joe Sefton - \$50 to \$100
  - \* F.B.Naylor - Raise \$150 of this amount, make it a personal matter and get out and raise the money in a week and turn it into me no matter how you raise it.
  - \* Dix, pres. Hotel Men's Ass'n - \$150 - "I will raise balance"
  - \* Hazard-Gould - \$25 to \$50
  - \* Heller - \$25 to \$50
  - \* Worth - \$25 to \$50
  - \* Bensen - White - Can you raise \$100 among the lumber industries? I am ashamed to look you in the face.
  - \* Sam Porter - \$25 to \$50
  - \* B. W. Sinclair - \$25 to \$50
  - \* O. W. Cotton - \$50 or \$100
- ~~Fin White~~



*Gila Bend Road*

The following people were written for subscription toward Casa Grande-Gila Bend road and the results are as follows:

|                              |                   |             |
|------------------------------|-------------------|-------------|
| * Geo. W. Marston            | \$150             |             |
| Claus Spreckels              | 100               |             |
| James Russell, U.S. Nat'l Bk | 15                |             |
| * Sam Porter                 | 50                |             |
| * M.F. Heller                | 50                |             |
| * Material men's Ass'n       | 100 (sent direct) |             |
| * Mrs. F. M. White           | 100               | Total \$565 |

Your letter to Naylor was turned over to Motor Car Dealers' Ass'n, but as Mr. Maxwell said it was a personal letter from you to Naylor he sent it back to Naylor and we have not heard from him since.

B. W. Sinclair wrote Oct. 1st cannot come in on this as they feel they have contributed enough toward Yuma Reservation road work.

Bank of Italy (Anthony) Southern Trust (Thompson) write that if matter put up to Clearing House they will pay their prorata but cannot contribute individually as banks.

Security Com'l & Savings, Darnell writes that Dorland out of town not returning until about the 11th. No answer to our second letter.

H. H. Jones' secretary wrote on Sept. 21st that Mr. Jones out of town about 10 days. No answer to our second letter.

Jas. Russell of U.S. Nat'l Bank contributed \$15 as noted above. See letter.

Have had no word of any kind from following:

Chas. L. Dix, Pres. Hotelmen's Ass'n  
S.D. Savings Bank - Sefton  
First Nat'l Bank - Belcher  
Union National Bank  
O.W. Cotton  
Howard F. Worth  
Hazard-Gould

*all these people were written the second letter & the Russell Check & Spreckels check came in after second letter was mailed.*

|                         |       |
|-------------------------|-------|
| Geo. W. Marston         | \$150 |
| Bank of Italy           |       |
| F.B. Naylor             |       |
| Chas. L. Dix-Hotelmen   | 150   |
| Claus Spreckels         | 100   |
| S. D. Savings Bank      |       |
| First Nat'l Bank        |       |
| Security Com & Sav Bank |       |
| U.S. Nat'l Bank         | 15    |
| Union Nat'l Bank        |       |
| H. H. Jones             |       |
| So. Trust & Com Bank    | 50    |
| Sam Porter              |       |
| B. W. Sinclair          |       |
| O.W. Cotton             |       |
| M.F. Heller             | 50    |
| Howard F. Worth         |       |
| F.M. White              | 100   |
| Hazard-Gould            |       |
| Mrs. F.M. White         | 100   |

*Heller collected* 200  
*Spokane Hotel - 25X*  
*Darnell - 25X*  
*J. Schreier - 25X*  
*Burns - 25X*  
*Western Hotel - 50X*  
*Wholesale Gro. 50X*  
 465  
 100  
 565  
 200  
 765



WEALTH AND HAPPINESS AWAIT YOU IN THE CASA GRANDE VALLEY, ARIZONA

CLIMATE UNEXCELLED

BEST TRANSPORTATION TO MARKETS

## The Casa Grande Chamber of Commerce

WONDERFULLY PRODUCTIVE SOIL

BUMPER CROPS AND BIG RETURNS

THOUSANDS OF ACRES OF LAND AT PRICES WITHIN THE REACH OF ALL GOOD FARMERS

CASA GRANDE, ARIZONA

February 14, 1924.

Col. Ed. Fletcher,  
San Diego,  
California.

Dear Col. Fletcher:

Mr. L. Bibb today asked the Chamber of Commerce for their indorsement of the through stage line from El Paso to San Diego, representing that they were financially in position to fully protect the passenger and the public and to give a good service, and also stated that you were heartily in favor of the proposition.

We understand that some towns along the route have refused their indorsement and can only construe their actions in the light that they must have other and adverse interests.

We will greatly appreciate a line from you regarding this matter and feel certain that, knowing the conditions along this line far better than we do, your advise will be given great weight.

Let us express our deep appreciation of your recent visit to our town and country, and assure you that you may count on our full cooperation at all times.

With highest personal respects,  
We beg to remain,

Very respectfully yours,  
CASA GRANDE CHAMBER OF COMMERCE,

By *Stan Wagner*

February 18, 1924.

Casa Grande Chamber of Commerce,  
Casa Grande, Arizona.

Gentlemen:

Answering yours of February 14th, will say that Mr. Bibb, in the name of the Borderland Stages, has a permit from the City of San Diego and from the States of New Mexico and Texas, and has the backing of every chamber of commerce in San Diego and Imperial Counties. If the action of the rest of the towns in Arizona is like the Gila Bend Chamber of Commerce, it will bear investigation.

An investigation was made of the Gila Bend opposition, and it turned out that the agent of the Southern Pacific Railroad is a director, and he took it upon himself to wire the commission in Phoenix in the name of the Gila Bend Chamber of Commerce, protesting against the stage application.

I have written to Tucson to find out the situation there, and I believe on investigation you will find it is the railroad that is doing all the knocking. This is inevitable, and the railroads might as well understand it. There are three times as many people coming in to San Diego by auto stage as by Santa Fe Railroad from Los Angeles today. The vice-president of the Santa Fe Railroad is the authority for the statement that more people come in via Needles by automobile than by train from the East. It is inevitable that the railroads must have this competition, and meet it the best way they can. The longer they can delay it for themselves the better for them. But by all means, I would urge that you take favorable action!

Yours very truly,

EP:AH



F. A. GILLESPIE  
PRESIDENT  
C. F. AINSWORTH  
VICE-PRESIDENT  
B. A. GILLESPIE  
SECRETARY & TREASURER

# GILA WATER COMPANY

LOS ANGELES, CAL.  
1188 PACIFIC MUTUAL BLDG.  
PHOENIX, ARIZONA

GENERAL OFFICES  
GILA BEND, ARIZONA

March 15th, 1924.

Col. Ed Fletcher,  
San Diego, Calif.

Dear Sir:-

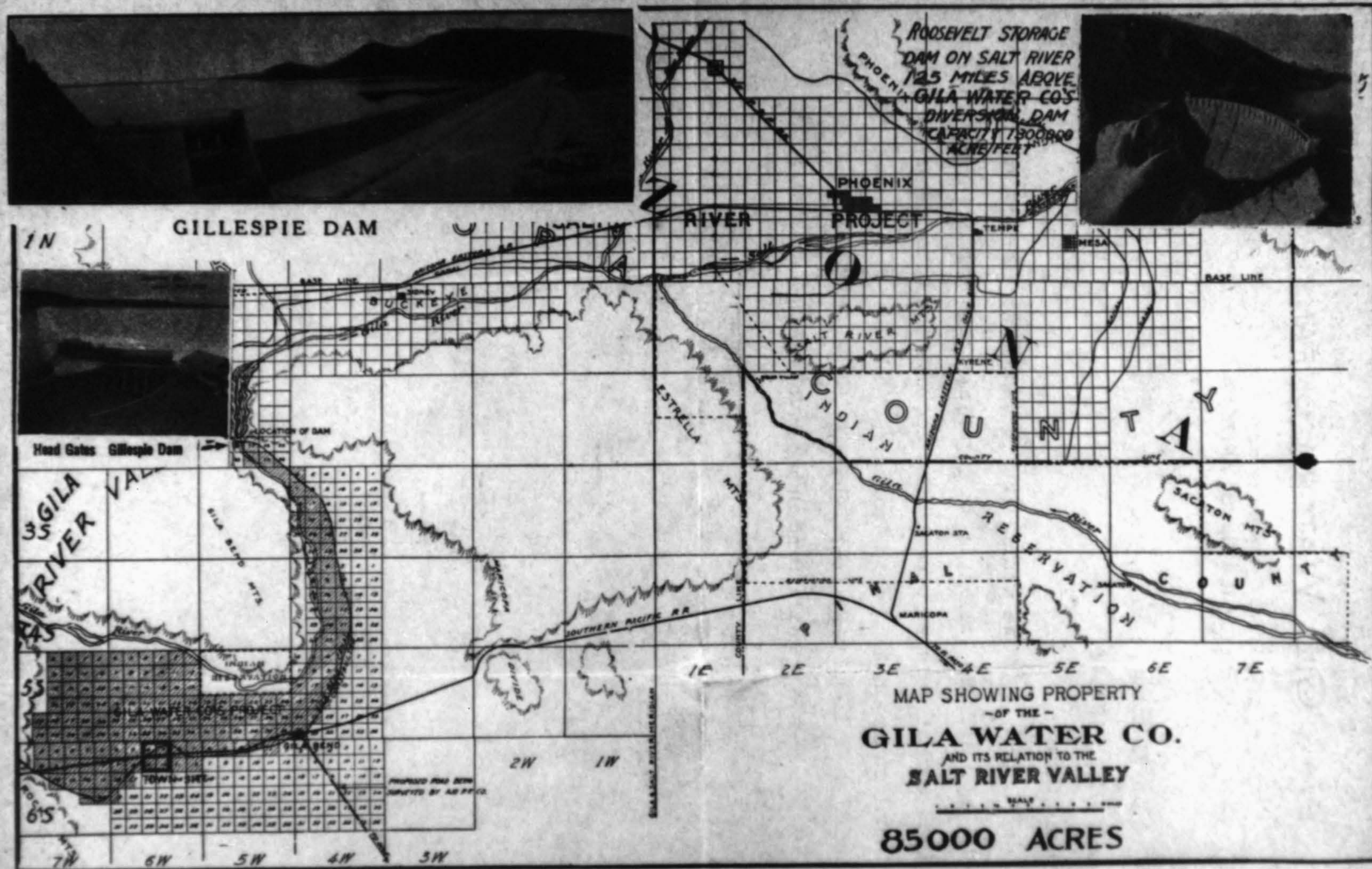
We would like to know what success you had  
if any, with Mr. Gillespie in securing those timbers for the  
bridge that we are going to put accross the Gila Water Co  
Canal on the new road to Tucson.

Very truly yours,

Gila Bend Chamber Of Commerce

Ned Goodman  
(Sec'y)





*From Report of Raymond Satterwhite, Special Agent, U. S. G. L. O., March 22, 1909*

"This region, when eventually reclaimed, is unquestionably destined to become one of the leading agricultural sections of the United States, due primarily to the fact that this locality has a mean annual temperature of about 75°. Frosts being exceptional. Some form of vegetation flourishes every month of the year, and the waters of the Gila River are only surpassed by those of the Colorado in the amount of plant food carried in suspension. The main factor in all irrigation enterprises is water and plenty of it and in this regard the lower Gila is bountifully supplied. In its present state, considering the minimum, providing the surface and underflow can be controlled, the stream in this vicinity carries sufficient water, applying usual formula, to irrigate an area exceeding in extent the area contemplated."



March 20, 1924.

Gila Bend Chamber of Commerce,  
Gila Bend, Arizona.

Attention: Mr. Ned Goodman

Gentlemen:

Answering yours of the 15th, will say I talked to Mr. Gillespie over the phone, and he told me to go ahead and use the timber for the bridge, and that he would turn in a bill for a nominal sum for whatever timber was used; so you may go ahead and use the timber, for I am sure the price will be only a small amount, if anything.

Yours very truly,

EF:AH

WHEREAS the highway San Diego to Yuma and Phoenix is a state and federal aid project, and

WHEREAS San Diego to El Centro was by vote of the people made a part of the state highway system in 1909 and from El Centro to Yuma in 1918, and

WHEREAS there remains unpaved 70 or 80 miles of said highway, San Diego to Yuma, and

WHEREAS according to government inspection count at Yuma, there were Westward bound during the year 1926 47,022 foreign cars, or an average of 150 cars daily, with the travel increasing approximately 25 percent per annum, and

WHEREAS San Diego is the Pacific terminus of three national highways including U.S. Highway No. 80, the entire distance across the continent from Savannah to San Diego,

THEREFORE, we the Board of Directors of the El Centro Chamber of Commerce in regular session this 23rd day of February 1927, unanimously urge the immediate completion of a continuous paved highway San Diego to Yuma, Arizona at the earliest possible date, thereby obtaining the largest benefit from the extensive expenditure and spectacular improvements across the Sand Hills and on the Mountain Springs grade and advertising to the nation that we have completed our portion of the All-Year national highway, the only route free from snow every day of the year for transcontinental travel, and

BE IT FURTHER RESOLVED that a copy of this resolution be spread upon the minutes and copies forwarded to Senator Ed. Mueller, Assemblyman Byron J. Walters, Assemblyman C. E. Eddy and Assemblyman M. D. Witter at Sacramento. Also a copy to Governor Young, the California Highway Commission, Sacramento, the California Automobile Association of San Francisco and the Automobile Club of Southern California at Los Angeles.

I certify that the above is a true copy of a resolution passed by the Board of Directors of the El Centro Chamber of Commerce at their meeting Feb. 23, 1927.

John S. Carmichael

Sec'y.

El Centro, Calif. Feb. 26, 1927



**Ed Fletcher Company**

1020 NINTH STREET  
SAN DIEGO, CALIFORNIA

August Second,

1 9 3 0

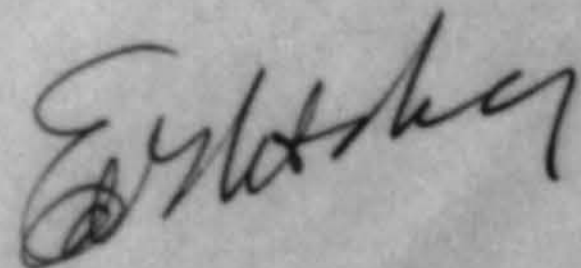
Mr. A. H. Gardner,  
Tombstone,  
Arizona.

My dear Gardner:

Enclosed find copy of letter from Mr. Howard  
together with copy of letter in reply.

Can you give me the definite data up to date  
thru Arizona?

Sincerely yours,



EF:ASK

**CHAMBER OF COMMERCE**  
Meridian, Miss

July 28th, 1930.

Colonel Ed Fletcher,  
1020 Ninth Street,  
San Diego, California.

Dear Colonel Fletcher:

Your letter, addressed to Mr. Henry Harris, Secretary  
Mississippi Travelers Association, has been referred to  
the writer, who happens to be the chairman of the  
Good Roads Committee, for a reply.

That part of United State Highway No. 80 through Newton  
and part of Scott county is the only part of this highway  
now in Mississippi that is not paved.

I note what you have to say with reference to a letter  
from the Demopolis Chamber of Commerce about No. 80.  
I recently attended a meeting of highway enthusiasts at Selma,  
Alabama, who formulated plans to immediately bring all  
pressure to bear on the Alabama Highway Department for  
an early construction of this road.

With cordial good wishes, and, assuring you that it is  
a pleasure to be of any assistance possible to "D O H",  
I am

Sincerely yours,

H. S. HOWARD, V. P. D O H  
Secretary-Manager

HSN:B



August Second,  
1 9 3 0

Chamber of Commerce,  
Meridian,  
Miss.

Attention Mr. H. S. Howard, Secy. Mer.

My dear Mr. Howard:

I am glad to hear from you under date of July twenty-eighth.

I am going to the bat to stimulate an interest in the completion of our paved highway from ocean to ocean. We all have our problems but we are over coming them gradually.

Every foot of the road from here to the Mississippi River over U. S. No. 80 or "D O R" is graded or paved, all bridges in and within two years and a half every foot of it is going to be paved.

Please give me the following information.

How many miles of No. 80 is in Mississippi?  
How many miles are paved, how many unpaved and that which is not paved, is it graded and/or is it financed for paving?

I am getting out a bulletin stating the condition of U. S. No. 80 all the way across the continent and would like any additional data that you can furnish.

I would also like a couple of pictures that I can use for reproduction purposes. Any information you can give me will be appreciated.

With kind personal regards,

Sincerely yours,

EPACK

# Tombstone Chamber of Commerce



TOMBSTONE, ARIZONA

8 6 30

Dear Col:-

The annexed marked sheet puzzles me but if you want detail on US80---here it is---there is no DIRT road on US80 across the state and US80 covers 518 miles--what is under contract now will show on completion of present contracts which are being rushed that there will be this fall as follows---

|     |                     |
|-----|---------------------|
| 352 | paved               |
| 166 | gravelled surfacing |
| 518 |                     |

of that 1666 miles several miles will be let for paving soon--there are no detours and no streams to ford as they are all bridged with fine bridges and all bridges are FREE--no tolls.

I guess this is waht you want

Hurriedly

A H G.





Gov. Hunt, Calif.  
 Lieut. Gov. Latham, Calif.  
 U.S. Senator Ashurst, Ariz.  
 Providing support to So. Nat'l Highway  
 at Quana Bridge celebration





Yuma Bridge

Only highway bridge across  
the Colorado river in  
1200 miles.

Ocean-to-Ocean Highway Bridge (Interstate) at Yuma, Arizona on  
the Old Spanish Trail Highway, connecting Arizona & California.





FRANK L. HUNT      STEPHEN HATHEN      ED. FLETCHER  
 APRIL 10, 1915



San Diego, Cal. *March 10<sup>th</sup>* 1915 No. 2  
**First National Bank** 90-49  
 Pay to the order of *First National Bank & Trust Co* \$443 <sup>26</sup>/<sub>100</sub>  
*Four hundred forty three & 26/100* Dollars  
*El Centro Young Men's Fund*  
*By Ed Fletcher Treasurer*

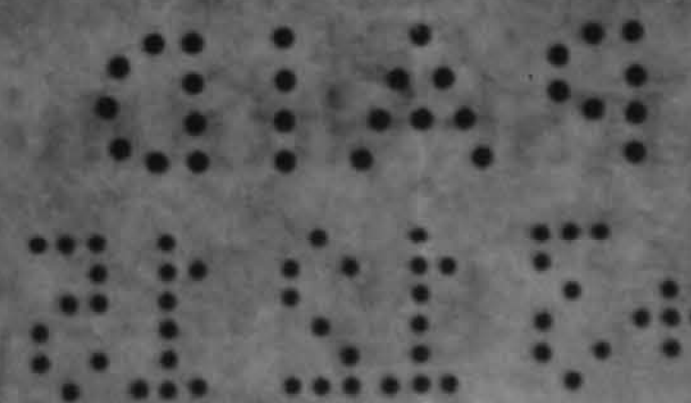
San Diego, Cal. *Apr 6* 1915 No. *3*  
**First National Bank** 90-49  
 Pay to the order of *El Centro Young Men's Fund* \$50 <sup>00</sup>/<sub>100</sub>  
*Fifty* Dollars  
*By Ed Fletcher Treasurer*  
 APR 10 1915



[HUNT: GOD OF ARIZONA]  
CSM '91

CELEBRATING COMMENCEMENT HOLTVILLE-YUMA HIGHWAY

GOVERNOR STEPHENS IN CENTER - LEFT TO RIGHT SUPERVISOR BEALE  
COL. FLETCHER, OTIS TOUT



PAY TO THE ORDER OF  
BANK OF COMMERCIAL & TRUST CO.  
SAN DIEGO, CAL.  
RUSS LUMBER & MILL CO.



Edwards



3 PHOTOS  
SAN DIEGO-PHOENIX ROAD RACE  
1935





[San Diego - Phoenix Race "Pathfinder"]

(55)

Hollinger Corp.  
pH 8.5

Fordway  
[Agua Fria River on  
way to Yuma - see notebook  
p 287]



0430, 1931: CELEBRATION OF PHOENIX-SAN DIEGO ROAD  
29 PHOTOS & NOTE



Nov 4 1931



Celebration completing paved  
highway Phoenix to San Diego  
10th Anniversary organized  
San Diego-Arizona Highway  
Association by Governor  
Hunt and Colonel Fletcher  
at Yuma, November 4, 1911



W. H. Fletcher

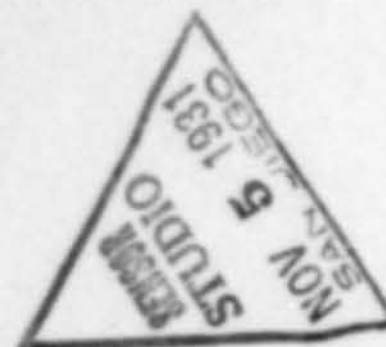




56

82

Ed Fletcher on right



Hollinger Corp.  
pH 8.5

85

73



[HARRY HATCHER (A) WAS IN  
ARIZONA MAY 1951]

B56





ed. Completion of  
 Trip to San Diego  
 C. C. Adams - Ariz. Highway Comm.  
 Tom O'Connell - Engineer  
 Capt. Otto Renger  
 Alfred Shaler Jr.  
 Geo. S. Gray  
 Senator Harper  
 Hal Hudson  
 Harry Hatcher - Ariz. Highway Comm.





73

Fletcher (H) & CARLTON  
S.D. - PHOENIX HIGHWAY CELEBRATION  
Oct 30, 1931

Left to right, Major Bacon, Milton Jackson, Wm. B. Gross  
U. S. Grant, Jr. Ed Fletcher

Completion of graded highway San Diego to Phoenix.



**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 70 Folder: 3**

**Business Records - Other Fletcher Activities - Highways -  
El Centro-Yuma Road Fund: fundraising correspondence,  
photos of San Diego-Phoenix road race and Road dedication**



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