

MISCARIZ

The following letters were removed from the files of Ed Fletcher to the alphabetized correspondence files:

MISC. ARIZONA ROAD CORRESPONDENCE

ARIZONA AUTOMOBILE ASSOC. notice, 10/5/30

CENTRAL ARIZONA HIGHWAY ASSOC.

Assoc. to Fletcher, 3/9/29

Fletcher to Assoc., 3/11/29

HUNT, George W.P. (Governor, AZ) to Fletcher, 1/15/14

Fletcher to MERRILL, Doane (chief clerk and state eng), 5/3/19

ROLLINS, Ralph (Capital News Bureau, AZ) to Fletcher, [no date]

RONSTADT, F.

Ronstadt to Fletcher, 7/20/22

Fletcher to Ronstadt, 7/24/22

Fletcher to YUMA COMMERCIAL CLUB, 9/20/19

sentimental and historic standpoint that Southern California can boast of unless it be the El Camino Real.

It means some time the diversion of much travel from San Diego on the other hand it means the splendid entrance into San Diego's back country and will help materially in our development in the mountains.

As planned, eighty miles will be thru San Diego County but the building of this road is a long way off unless it can be made a part of our state highway system.

Messrs. Sam Porter, representing the Chamber of Commerce, George Burnham of the Bank of Italy, Mr. C. R. Evans, Manager of the San Diego Athletic Club, Percy Evans of Escondido, Supervisors A. H. Aul, Edgar F. Hastings and many other San Diegens attending the meeting.

San Diego's party returned via Borego, San Felipe and Julian on the return trip and enjoyed the hospitality of the Prison Camp for luncheon.

Contracts are soon to be let for the construction of the highway from Kane Springs to San Felipe and within a year or eighteen months this gap will be complete, giving a splendid road from San Diego into northern Imperial County via Julian.

This route is called the "Fire Escape" for the people of the norther end of the valley because the people of northern Imperial Valley can escape the heat of the day and when this route is completed, in two hours be in Julian among the pines nearly a mile high.

The writer wants to put in a word of praise to the Board of Supervisors for the wonderful service rendered humanity in the operation of that Prison Camp.

We found sixty prisoners, 80% of them young boys from 19 to 25 doing splendid work in building the road to the San Felipe Narrows. It is a healthful life. They are all on their honor and are making good.

Henry M Wallace
Questions as to why more funds can't be
applied between Yuma & El. C. since much
has been granted in Ariz. as the road
between Phoenix & Yuma. & full value
can't be realized. All the short necessary
connections between El. C. & Yuma is
furnished.

Paragraph 1, Section 6, of THE FEDERAL HIGHWAY ACT (S. 1072).

Sec. 6. That in approving projects to receive Federal Aid
under the provisions of this Act the Secretary of Agriculture shall
give preference to such projects as will expedite the completion of
an adequate and connected system of highways, interstate in character.

April, Nineteen Twenty-two

Page Nine



The COLONEL RETURNS

"WELL, son, I'm back ag'in."

The gray-headed, gray-bearded patriarch who had shuffled quietly into the big office addressed himself to the Editor, who was engaged alternately in analyzing the complexities of the Einstein theory and watching the antics of a pair of pouter pigeons who preened themselves in the golden California sunshine on a window ledge across the court. He started at the words and turned to greet the visitor who had so unceremoniously invaded his sacred domain.

"My word, if it isn't the Colonel. I might have known it. There's no one else could have slipped by unannounced. Where have you been? What have you been doing?"

"Been trav'lin' 'bout a bit, sort o' lookin' things over," the old gentleman replied, almost cryptically, as he produced a big blue handkerchief from the tail of his Prince Albert.

"Have a cigar? Don' care 'f I do," he addressed himself as he reached for the Editor's humidor of clear Havanas.

"Changed your habits some since you been away," the Editor remarked. "You used to turn up your nose at cigars."

"Things has changed, lad. Been two months 'mong the cayuses on a cattle ranch down Pima way in Ar'zony, an' I had so darned much trouble with my plates slippin' I had to give up eatin' terbaccy alt'gether."

The old gentleman settled back for a visit and the Editor resigned himself to a barrage of elemental philosophy and comment.

"Came back f'um Ar'zony by auto through Yuma, Holtville an' San Diego, an' I run into a p'eculiar situation." The Colonel was off.

"F'um Yuma almost to Holtville, my fr'en an' I toured over that plank road 'cross the san' dunes. Folks at Yuma tol' us Cal'forny plans to buil' a

hard road along here. I want to tell yuh, lad, if a hard road can be built there, I e'n buil' a road f'um San Francisco to Shanghai 'cross the P'cific Ocean.

"When we got to El Centro I learned all 'bout it. Seems as' if Ed Fletcher, a mighty fine man an' the prize booster o' San Diego County's in-t'rested in a through road f'um Southern Ar'zony to San Diego an' the route through the san' dunes is the only feas'ble one.

"He m'nip'lated the p'litical strings at the las' session o' the Legislature an' secured an appropriation o' \$350,000 to start east f'um Holtville. This'll take the road to the edge o' the dunes.

"What's goin' to be done f'um there on is puzzlin' a lot o' folks, includin' the highway c'm'sion. They know no present type o' road'll ever stay put through this desert. The san' is constantly shiftin' an' they'd no more than get the road laid when a win' would come 'long an' cover it in some sections an' suck the san' f'um b'neath it in others.

"A lotta eng'neers has looked it over. One fella s'ggested that the san' fer a width o' a hundred feet 'long either side o' the highway be sprayed with oil to keep it in place. 'Nother wants to buil' a tunnel, but all these s'lutions would cost too much money.

"They's an' ol' sayin'—'Where they's a will they's a way'—an' I reck'n if Ed Fletcher wills hard 'nough he'll fin' a way, but I can't see only one thing to do."

The Colonel rose, stretched himself and prepared to go.

"What's that?" the Editor asked, eagerly.
"Buil' the road o' rubber an' put it on a foundation o' roller skates," the Colonel snapped, sarcastically, from the doorway.



A well-constructed forest road in Arizona. The topography of the country necessitates a devious location

Building Highways in "the Land That God Forgot"

By F. N. Holmquist

Assistant State Engineer of Arizona
Photos by the Bureau of Public Roads

THE State highway system of Arizona consists of a road crossing Northern Arizona, known as the Old Trails Highway; a road crossing Southern Arizona, known as the Bankhead Highway; a road from Phoenix to the New Mexico line by the way of Superior, Miami, Globe, Safford, Clifton and Duncan; a road from Tucson to Nogales; a road from Nogales to Fairbanks, joining the Bankhead Highway; a road from Phoenix to Prescott and Ashfork, joining the Old Trails Highway and connecting the northern and southern systems and a road from Prescott to Jerome.

This system of highways is practically the same as that laid out in territorial days when the Territorial Highway Department was created. With but few exceptions, all the work done by the territorial and State

highway departments has been done on this system. In spite of this fact the department met with many criticisms early in 1919 when the present administration took office, it being alleged that road work had not been and was not being done in a systematic manner; that highway projects were isolated and got nowhere. This statement is made to illustrate and to emphasize the fact that as late as 1919 sufficient work had not been done to make it apparent to the public that a system of highways existed.

The advent of the present administration found a small camp attempting to start construction in Yaeger Canyon on the Prescott-Jerome Highway, in snow so deep that nothing could be done. An outfit was just beginning to lay concrete on the paving between Phoenix and Tempe and had al-

ready spent \$50,000 and laid 1,200 square yards of pavement. A camp was at work on the Mesa-Superior Highway and had completed about five miles of highway. A prison camp was at work on the Clifton-Solomonville Highway. A bridge crew was just completing an extension to the Antelope Hill Bridge across the Gila River near Wellton, Arizona, a portion of which has since washed out. Construction had also been completed on the bridge across the Santa Cruz River at Continental. Funds were almost exhausted but it developed that during the closing days of the preceding administration, the department had purchased for delivery after the first of the year about \$50,000 worth of corrugated iron culverts, a dilapidated grading outfit at a price of about \$20,000 and numerous other articles to be paid for by the incom-

230-2
LOS ANGELES, PHOENIX AND SAN DIEGO UNITED!

Why not?

This is the question that Colonel Ed Fletcher of San Diego puts to Los Angeles and Phoenix. In an interview today, Colonel Fletcher said,

"For 12 years there has been a continual conflict of interests on the road question. We must pull together for the common good. San Diego and Los Angeles are connected with a paved highway. San Diego and Yuma will soon be connected with a paved highway, also Los Angeles and Yuma, via the Salton Sea and El Centro, for the above routes are all state highways with nearly enough funds in sight to complete the work.

"The State Highway Commission of California has designated to the United States Government, as the first roads to receive Federal Aid, the San Diego to Yuma route, and not Mecca to Blythe. The State Engineer of Arizona has designated Phoenix to Yuma as the primary route - not Phoenix to Blythe. This means immediate government aid, and the early completion of the Phoenix - Yuma to El Centro route, connecting the three cities.

"It has been stated officially by certain partisans that the Mecca-Blythe route, Los Angeles to Phoenix, is 150 miles shorter than the Yuma route. This statement is incorrect. The state engineer of Arizona, Honorable Thos. Maddock, under date of Feb. 17th, officially gives the distance Yuma to Phoenix over the proposed highway is 205.5 miles. The California Highway Commission under date of March 2d, gives the official distance from Los Angeles via Salton Sea to Yuma as 285 miles, a total distance of 490.5 miles.

"Mr. Maddock also states that the distance Phoenix to Blythe direct is 169.7 miles; via Bouse 183.7 miles. Accepting the

2. .
mileage as 169.7 miles, Phoenix to Blythe as stated by Mr. Maddock, and also the distance Los Angeles to Blythe 246 miles as stated by the California Highway Commission, the total distance Los Angeles to Phoenix, via Blythe is 415.7 miles. The Yuma route, Phoenix to Los Angeles 490.5 miles, which shows the Yuma route to be only 74.8 miles longer, or not to exceed two hours' additional time via auto.

"Why cannot Phoenix, Los Angeles and San Diego, for once agree on a program and see it thru? I certainly hope this can be done. San Diego is not opposed to the construction of the Blythe-Mecca route, but believes that should come later. The Mecca-Blythe route traverses between Mecca and the Salt River Valley 225 miles of desert, with hardly a house, and with no immediate prospects of water development and no way of financing the construction of a highway across that section for years to come. The Yuma route traverses the entire length of the Salt River Valley, the Gila Valley, the Laguna project, the Yuma development, the great Imperial Valley, gives a direct outlet to the Coast for all southern Arizona via Ajo and Tucson, and at El Centro they may take their choice of going via the Salton Sea to Los Angeles or over the mountains to San Diego and up the coast to Los Angeles.

"Has not San Diego some claim that should be recognized when the distance Phoenix to San Diego and the Pacific is only 388.5 miles, while the most direct route Phoenix to Los Angeles via Blythe is 415.7 miles and via Yuma 490.5 miles, The U. S. Government and the state highway commissions of each state have definitely committed themselves to the Yuma route. I urge that we all pull together for the early completion of this road, for the sake of harmony and for the best interests of the Southwest."

Ed Fletcher Papers

1870-1955

MSS.81

Box: 70 Folder: 2

**Business Records - Other Fletcher Activities
- Highways - Early Arizona Highway:
articles, correspondence, Fletcher speeches**



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.