

May 1, 1922.

Imperial Valley Irrigation District,
Callexico, California.

Gentlemen:

Inclosed find map showing in red a suggested line through Mexico. It is only a mile and a half longer than via the present plank road route and entirely eliminates the sand hills. What do you think of the plan? Will you kindly return this map when you give me an answer?

I spent several hundred dollars of my own money in trying to solve this problem and get a road along the Mexican border keeping entirely in the United States. It means a treaty with Mexico, but I understand that Governor Luego is anxious to have good road connections between Mexicali and Andrade, and I have in mind that possibly an agreement mutually satisfactory could be made whereby you continue the paved highway from Callexico east past Bonds corner, and connecting up at the most logical point with the present paved highway between Holtville and Yuma, say at the new county well.

I have definite assurances that the fourteen and a half miles could be built for around three hundred fifty or four hundred thousand dollars. Of course it is out of the question for the State Highway Commission to spend any money in Mexico. What is your opinion as to whether the irrigation district, the land owners, and Governor Luego will arrange for the financing of this fourteen and a half miles, with a treaty between Mexico and the United States giving Mexicali authority to use the highways in the United States and vice versa, with proper customs regulations so as not to delay traffic. The power line is now at Andrade, and some arrangements could be made no doubt to have the proposed road in Mexico properly lighted and safe for travel.

I will be glad to hear from you on the subject at your convenience. Please keep it confidential.

Very sincerely yours,

EF:AH

DIRECTORS
C. W. BROCKMAN, Callexico
R. E. BREEDLOVE, El Centro
R. D. McPHERRIN, Imperial
J. S. NICKERSON, Brawley
MARK ROSE, Holtville

J. S. NICKERSON, President
F. H. McIVER, Secretary

Imperial Irrigation District

ORGANIZED JULY 25, 1911
COMPRISING 603,840 ACRES

EL CENTRO, CALIFORNIA

May 23rd, 1922.

Col. Ed. Fletcher,
920 - 8th Street,
San Diego, Calif.

Dear Sir:

Your letter of May 1st addressed to the Imperial Irrigation District was submitted by our Chief Engineer to the Board of Directors for its consideration.

While the District is desirous of assisting in the building of roads in Lower California and Imperial County, there is no legal means by which it can finance the construction of these roads. The purpose of the Irrigation Act is to do any and all things which will assist in furnishing an adequate supply of water to lands within the District. It would, therefore, be no part of the District affairs to spend money in Mexico for the purposes of constructing a highway.

The Board, however, appreciates greatly your endeavors in behalf of the people of Imperial Valley, and trust that the location of the road will be such as will benefit the greatest number of people at the lowest cost.

FHM/HA

Yours very truly,


F. H. McIVER, Secretary,
IMPERIAL IRRIGATION DISTRICT.

May 1, 1922.

Imperial Valley Irrigation District

DAY & COMPANY, Printers
1215 WEST 10TH AVENUE
SAN ANTONIO, TEXAS
C. W. HARRIS, President and Chairman

Imperial Irrigation District

ORGANIZED JULY 25, 1911
COMBINING 60,000 ACRES

IMPERIAL, CALIFORNIA

Dear Sirs:

The Board of Directors of the Imperial Irrigation District was authorized to issue bonds for the purpose of providing for the construction of a canal in the lower part of the district. The Board has the honor to acknowledge the receipt of your letter of the 28th inst. in relation to the proposed canal. The Board is of the opinion that the proposed canal is a desirable one and that the same should be constructed. The Board has the honor to advise you that it has authorized the issuance of bonds for the purpose of providing for the construction of the same. The Board has the honor to advise you that it has authorized the issuance of bonds for the purpose of providing for the construction of the same. The Board has the honor to advise you that it has authorized the issuance of bonds for the purpose of providing for the construction of the same.

Very truly yours,
[Signature]

DIRECTORS
C. W. BROCKMAN, Calexico
R. E. BREEDLOVE, El Centro
R. D. McPHERRIN, Imperial
J. S. NICKERSON, Brawley
MARK ROSE, Holtville

Imperial Irrigation District

ORGANIZED JULY 25, 1911
COMPRISING 603,840 ACRES

EL CENTRO, CALIFORNIA

May 24th, 1922.

Col. Ed. Fletcher,
920 - 8th Street,
San Diego, Calif.

Dear Sir:

Receipt is acknowledged of your letter of May 22nd addressed to Mr. Nickerson, President of Imperial Irrigation District, which was submitted to the Board of Directors.

Mr. Nickerson will not be able to attend the meeting in San Diego on May 30th, but the District will no doubt be represented by our Director Mr. Roy E. Breedlove.

Thanking you for the courtesy extended in the invitation, I am

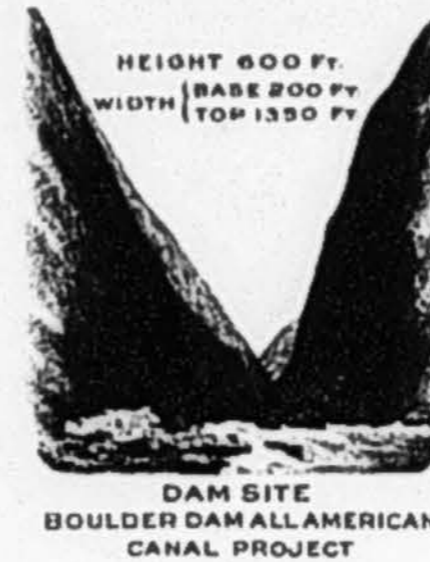
Yours very truly,

F. H. McIVER
Secretary

FHM/HA

J. S. NICKERSON, President
F. H. McIVER, Secretary

RAY S. CARBERRY, Chief Engr.
J. STEWART ROSS, Attorney
R. H. MADDUX, Treasurer
C. W. BARRY, Assessor and Collector



IMPERIAL IRRIGATION DISTRICT

ORGANIZED JULY 25, 1911
COMPRISING 605,000 ACRES

EL CENTRO, CALIFORNIA

September 3th 1930.

Col. Ed Fletcher
San Diego, Calif.

Dear Col. Ed:-

It was my hope that I would have a chance to be in San Diego and there make a sort of a personal report of my recent trip thru the South, East and Middle Western States to you, but not being able to do so I will hit the high spots here.

California on 30 is OK as you know. Arizona is improving rapidly but I can not resist suggesting that anyone wishing to save time use the road from Gila Bend to Tucson also from Benson via Wilcox to Lordsburg a credible saving of miles on each and road surface very good. Much good work thru New Mexico has been done, very uniform. Texas is very much spotted, many different kinds of surface being used. Concrete extension East of El Paso perfect but East of that not so good. From Dallas to Louisiana line several miles very very poor. Believe that if I went again I would cut from Texas thru to Schrevesport. (Two long detours East of Colorado Texas) Thru Texas as a whole it is pretty good but indications are that they are going to do quite a great deal of good work. Louisiana is fine and the new bridge from Delta to Vicksburg is a big saving of time. To Jackson Mississippi very good. To Mobile Ala 75% good and balance not at all bad. To Pensacola Fla. very good. To Montgomery average good road. To Birmingham all paved. To Atlanta partly paved balance good. To Washington, Baltimore and Philadelphia all hard surface and good. West thru Pittsburg to 40 good. 40 is at least 90% good to Topeka where I cut South to Salina thence to Wichita and found road very good all the way. From Wichita I went South thru Oklahoma to Mineral Wells and the least said about the conditions there the better (AWFUL)

In general, roads are good and getting better and much work is being done all along the line. I used a Chevrolet Coupe, and covered about 8000 miles in 13 driving days.

Gov. Graves of Alabama assures us that they will have a paved road from West to East across the state within two years. Funds available at this time are very

OFFICERS
EARL C. POUND, President
F. H. McIVER, Secretary and Treasurer
M. J. DOWD, Chief Engineer
CHAS L. CHILDERS, Attorney
D. W. WIEST, Assessor & Collector

DIRECTORS
C. W. BROCKMAN, CALEXICO
IRA ATEN, EL CENTRO
W. O. BLAIR, CALIPATRIA
EARL C. POUND, BRAWLEY
MARK ROSE, HOLTVILLE



DAM SITE
BOULDER DAM ALL AMERICAN
CANAL PROJECT

IMPERIAL IRRIGATION DISTRICT

ORGANIZED JULY 25, 1911

COMPRISING 605,000 ACRES

EL CENTRO, CALIFORNIA

OFFICERS

EARL C. POUND, PRESIDENT
F. H. MCIVER, SECRETARY AND TREASURER
M. J. DOWD, CHIEF ENGINEER
CHAS. L. CHILDERS, ATTORNEY
D. W. WIEST, ASSESSOR & COLLECTOR

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MARK ROSE, HOLTVILLE

limited and will be used to take care of some of the smaller stretches. I had a very pleasant visit with him and found him to be a regular good roads hound. He has a very elaborate road map in his office that shows all highways, their kind of pavement and condition and believe from evidence that ~~within~~ the state will in a few years rank second to none in good roads.

I am sure Col. Ed that 80 is not getting its share of play. That is as far as we on the West end are concerned. I believe that if we concentrate our efforts West of El Paso it will help. Then center our efforts on Phoenix. There is where we are losing it. Why would not a metal sign, say two feet long and a few inches wide help do the trick. Start at the Eastern end of 80 and go thru to San Diego with them, thus, -



Any way I got an car full and if I have the chance to go again I'll get some more. And just to show the traveling public that 80 is the best darn road in the country, taken as a whole I have a good notion to ding my Chevie up again, come to San Diego and go the length of 80 and beat your time ALONE.

Good luck until I see you again.

A. E. Kellogg
El Centro
Calif.

Ed Fletcher Papers

1870-1955

MSS.81

Box: 13 Folder: 12

General Correspondence - Imperial Irrigation District



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