

NORMAN B. CONWAY  
COUNTY ENGINEER

## Yuma County Highway Department

Yuma, Arizona

September  
Tenth  
1921

Col Ed Fletcher,  
San Diego, California.

My Dear Col. Fletcher:

I have been intending writing you for several months but never seem to get the required time. I have been in hope that you could get over this way and help boost things along. I have been working on the Supervisors to seal that portion of the Bonds set aside for the Yuma-Phoenix-Ajo road, amounting to \$250,000, so that we could go to work on that section and have our part of the road finished by the time that California gets here through.

I have had any number of inquiries regarding what California is doing and would greatly appreciate if you would write me a letter for publication giving all the data regarding the Yuma-Holtville road. That is what contracts are to be let and when and where the work is to be done. The amount of money that is available for the work and the types of roads they intend to build. The Yuma people are very much interested in this road and I think that we should keep them interested for there is apt to be less comment if we have to sell our bonds below par.

I am sending you all the data regarding the Bond issue and the indebtedness of Yuma County in the next few days.

Very truly,

Norman B. Conway,  
County Engineer.

September 20th, 1919.

Yuma County Highway Commission,  
Yuma, Arizona.

Gentlemen:-

Enclosed find clipping, which is self-explanatory, and may be of interest.

Yours very truly,

KF/LCW

NORMAN B. CONWAY  
COUNTY ENGINEER

## Yuma County Highway Department

Yuma, Arizona

September  
Twenty-fourth  
1 9 2 1

Col. Ed Fletcher,  
San Diego, California.

My Dear Colonel:

This letter is partially in reply to your letter of the 2nd inst. to Mr. George Downey, which he has turned over to me for answering, I should have answered it long ago but have been so busy that I have not been able to find the time.

The last Highway Bond issue voted by Yuma County was for \$1,200,000, of which \$250,000 was set aside for the Yuma-Phoenix-Ajo road. There is quite an agitation here for the sale of this portion of the Bonds and I think that an issue will be forced in the very near future. I am enclosing a clipping from the Morning Sun of Yuma in regard to this. *E-4*

The following is the data on this \$1,200,000 Issue:

1920 Valuation.....\$22,968,069.00

Total Indebtedness.....\$878,791.00

Length of Bonds.....35 Years ---Interest....5½ per cent

Date of Bond Election....October 27, 1919.

Mr. Corey, one of the members of the Board of Supervisors is at present away on a vacation and I think that as soon as he returned, some action will be taken in regard to the sale of that portion of the Bond issue as set forth in the enclosed clipping.

Thanking you for your letter of recent date giving the dope on the proposed work on the Yuma-Holtville road. This was published in the local paper and interested many Yumaites.

Very truly,

*Norman B. Conway*  
Norman B. Conway.

Original sent to Southern Trust & Commerce Bank.

YUMA COUNTY HIGHWAY DEPARTMENT

Yuma, Arizona

September  
Twenty-fourth  
1 9 2 1

Col. Ed Fletcher,  
San Diego, California.

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Very truly,  
NORMAN B. CONWAY

*Original  
S. D. Chamber of Commerce*

YUMA COUNTY HIGHWAY DEPARTMENT

Yuma, Arizona

November 12, 1921.

Col. Ed Fletcher  
San Diego, Calif.

My dear Colonel Fletcher:

At a meeting of the Board last Monday, the 7th, they received a bid on par and accrued interest from the Citizen's National Bank of Los Angeles. The price they agreed to buy the bonds for was 92, and in order to make up the par and accrued interest, Mr. Franklin of Somerton, Arizona, who had been appointed fiscal agent at a meeting prior to the 7th, had the following amount of donations placed in escrow at the First National Bank, Yuma, Arizona:

San Diego, \$8400.00  
Imperial Valley Chamber of Commerce, \$2400.00  
Yuma Chamber of Commerce the remaining amount.

It is my understanding that the Board agreed to allow 3% of the deficit as the fiscal agent's fee provided that they were furnished an indemnity bond for \$10,000.00 to cover any probable lawsuit against them for their action, and Yuma Chamber of Commerce agreed to furnish this bond and have obtained some forty-odd signatures of responsible citizens who agreed to stand any loss that may result from a lawsuit against the Board. The Yuma Chamber of Commerce has further agreed to pay out of the money that they have raised for the legal opinion as to the validity of the bonds.

The only portion of the bonds sold was for the amount of \$256,000.00 covering partial "D" for the Yuma-Ajo Yuma-Phoenix roads.

Thanking you very much for your interest in our road schemes, I am

Very truly yours,

NORMAN B. CONWAY,

NBC.SL

YUMA COUNTY HIGHWAY DEPARTMENT

Yuma Arizona

December 5, 1921.

Col. Ed Fletcher,  
San Diego, Calif.

My dear Colonel:

At a recent meeting of the Board of Supervisors a resolution was passed authorizing the signing of a portion of the Yuma County highways by the Automobile Club of Southern California.

It is necessary that an order for this work should come from this office, and this letter, you are to consider is your authority.

It is rather indefinite as yet as to just where the Ajo diversion will be made from the Yuma-Phoenix road. I have a survey party in the field just now, and will be able to determine where this will be made within a short time. I think that it will be possible only to put signs on the Yuma-Phoenix road, as this is the only portion we know anything definite about. The signs on this portion are to have Bankhead Highway and Borderland designations on them, together with the insignia of the Automobile club of Southern California. The road that we finally decide on after it leaves the Yuma-Phoenix road in the direction of Ajo is to have only the designations of the Borderland route, together with the insignia of the Automobile Club of Southern California. It is not my desire that the insignia of the Automobile club of Arizona be put upon these signs.

Hoping that this is the data that you want for this work, I am

Sincerely yours,

NORMAN B. CONWAY

County Engineer.

NBC SL

YUMA COUNTY HIGHWAY DEPARTMENT

Yuma, Arizona

February 11, 1922

Col Ed Fletcher  
920 8th St.,  
San Diego, Calif.

My dear Colonel:

I have your letter of the 8th inst., in regard to road signing in Arizona. I might state that we are still in the notion of having signs placed on our Highway between Yuma and Ajo, and if the Automobile Club of Southern California does not wish to place these signs, we are willing to enter into a contract with any organization that you may be able to persuade to do this work.

Thanking you for your interest in this matter, I am

Very sincerely,

NORMAN B. CONWAY

County Engineer

NBC.SL

Original to Mr. E. B. Gould

NORMAN B. CONWAY  
COUNTY ENGINEER

Yuma County Highway Department

Yuma, Arizona

February, 16, 1922.

(S. P. 254)  
Co. Ed Fletcher,  
San Diego, Calif.

My dear Colonel Fletcher:

In answer to your letter of the 14th instant, I wish to submit the following:

Distance between Yuma and Phoenix via, Wellton-Antelope Bridge-Polomas-Agua Calienta-Bucheye is 200 miles.

Distance between Yuma and Phoenix via, Wellton-Mohawk-Sentinel-Gila-Gillespie Dam-Bucheye is 210 miles.

The State opened bids here yesterday for the construction of the ten miles of road west of Wellton and ten bids were submitted. The lowest bid was that of a Yuma firm and the cost per mile will be in the neighborhood of \$3500, which is, I think, a very good bid.

I also wish to thank you for the loan of your personal papers in regard to truck loadings, and will return them to you within a few days.

Thanking you for many past favors, I am

Sincerely yours,

*Norman B. Conway*  
NORMAN B. CONWAY,  
County Engineer.

NBC.SL

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J. D. ADKINSON  
HIGHWAY ENGINEER:  
NORMAN B. CONWAY

## YUMA COUNTY HIGHWAY COMMISSION

YUMA, ARIZONA

March, 4, 1922.

Col. Ed Fletcher,  
San Diego, Calif.

My dear Colonel:

This is to acknowledge receipt of your clipping from the San Diego Union in regard to the signing of the San Diego-Yuma-Ajo-Tucson road. Mr. Rhodes of the Automobile Club of Southern California, called on me yesterday, and I got him lined out as far as we were able to at the present time. He is going to erect permanent signs as far as Sentinel, and then temporary sign the road from Sentinel to Ajo, then will continue on with permanent signs towards Tucson and the east.

Mr. Rhodes was the cause of a bad accident on the highway about 18 miles east of Yuma yesterday, when he crowded a light car off the narrow embankment. One man was so badly hurt that he died this morning.

Thanking you again for your interest in the roads of this section, I am

Sincerely yours,  
*Norman B. Conway*  
NORMAN B. CONWAY,  
Highway Engineer.

NBC.SL

March  
Seventh  
1922

Mr. H. B. Conway,  
County Engineer,  
Yuma, Arizona.

My dear Conway:

Thanks for your letter of the 4th and the information therein contained. I know you would handle the Automobile Club of Southern California in the best way for the county.

I expect to have the Los Angeles Times get behind us on the Yuma road and forget the Mecca-Blythe route to Phoenix. Let me know how much money there is and when it is going to be available to build that Ajo connection. I understand you have \$75,000 set aside for that purpose. Have you got the survey completed yet?

I am pulling some strings in Washington, to force the Department of Agriculture to make that road via Ajo a primary road, or at least a secondary road.

Don't you get caught in a trap and leave it to Maricopa County to build to the Pima County line, but go to the Pima County line yourself without touching Maricopa county. Take the short cut. That is the only way to protect yourselves. If you only build a temporary road at the present time - but get it travelled and it is only a question of time when it will be put in permanent condition. You need every mile of that cut off that can be saved in order to offset the Lordsburg-Superior route to Phoenix. It is only a question of time when they will build a direct road from Tucson to Lordsburg, and then with the Tucson-Ajo cut-off to Yuma it will be 75 or 100 miles shorter to the coast and will give you a tremendous advantage, but if you give up your cutoff from Stovall to the Pima County line thru Maricopa County you will nullify your whole program.

You understand this letter is confidential, but I am giving it to you absolutely straight, and I hope you will write me a letter confirming this situation.

With kindest personal regards, and hoping sometime in the near future to have you here and let me give you a taste of high life, I am

Sincerely yours,

KF:KLM

March 14, 1922

Mr. H. B. Conway,  
County Engineer,  
Yuma, Arizona.

My dear Conway:

I see that the Auto Club of Southern California's engineer, Rhodes, is plugging for the Ajo-Tucson route. I received a clipping from Tucson that was very favorable.

I received a letter from Buxton, president of the Douglas Chamber of Commerce yesterday, that everything is fine, and that both Pima and Cochise counties demand that the Auto Club of Southern California put on their signs "Borderland Route". I wish you would get the Board of Supervisors of Yuma County to write to the Auto Club of Southern California and make the same request.

I had a nasty fight with McStay and his bunch in the Auto Club of Southern California, but it was Harry Chandler of the Los Angeles Times who came down here and was my guest, and put the thing over; arranged for a special meeting of the Auto Club directors and forced them to come thru and give us our sign posts from San Diego along the border to El Paso and Albuquerque, so we can thank the Los Angeles Times.

By the way, our Mr. Snell said you were going to use a little powder. Do not forget Trojan. We guarantee the price and quality and give you the service. Keep me posted on anyone using powder out in that section, please.

We are coming over very early in April- a whole carload of us, going as far as El Paso, stopping off at Phoenix and Yuma. Will let you know the date. We are going to boost this route San Diego to El Paso.

I am still waiting to hear from you regarding whether you are going to throw up your hands and take dictation from Phoenix or whether we are going to have a direct route from Stovall to Ajo.

With kind regards, I am  
Sincerely yours,

EF:KLM

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A. W. FRANKLIN  
J. D. ADKINSON  
HIGHWAY ENGINEER:  
NORMAN B. CONWAY

## YUMA COUNTY HIGHWAY COMMISSION

YUMA, ARIZONA

May, 1, 1922.

730-2

Colonel Ed Fletcher,  
San Diego, Calif.

Dear Colonel Fletcher,

I am enclosing you copies of recent letters from  
Fishburn and McPherson of Tucson. Fishburn's  
letter is confidential.

Sincerely yours,  
*Norman B. Conway*  
NORMAN B. CONWAY,  
Highway Engineer.

NBC.SL

# COPY

April, 22, 1922.

*Private*

My dear Mr. Conway:

I have your letter of the seventeenth instant; it was a good letter and to the point and I have given copy of same to Chamber of Commerce with request that they take action on same. As near as I can find out the status of the matter is as follows: The Chamber of Commerce has agreed with Pima County Supervisors to not call a bond election under any conditions, until September; in the meantime they have made an agreement with Phoenix, that if the Highway from Rodeo to Tucson to Phoenix to Yuma, is designated as a primary Highway, no bond election will be called to complete the Ajo road. Personally I do not approve of this and for the following reasons: in my opinion Phoenix and State Highway Department has for over two years had a definite plan for a cross-state highway, and has been consistently building along that plan, which is as follows; a highway from Phoenix east through Miami, Globe, Safford and on to Lordsburg, and west a highway from Phoenix to Buckeye to Ehrenberg to Mecca to Los Angeles; incidentally they will hook up with Yuma, but that is only a temporary route, to provide a connection to the coast until the road to Los Angeles can be built; Phoenix believes, and I think rightly so, that she has more to gain in working with Los Angeles than with San Diego. You know the Phoenix people have openly declared for a road to Los Angeles.

Graham County in her bond issue provided for over twenty miles of paved road; ordinarily they do not need a paved road, but the dream is a final paved highway from Lordsburg to Globe to Phoenix to Ehrenberg, and Los Angeles to provide a paved road from the Colorado river on to its border.

To my way of thinking the only hope for Tucson, Yuma and San Diego, is in the completion of the Ajo road, and it grieves me to know the people, (a certain bunch) in this community cannot read the handwriting on the wall and get behind the completion of Ajo road. In my opinion all this talk of working with Phoenix, is pure bunk. The primary designation of Rodeo-Tucson road simply means that as Cochise, Pima and Pinal Counties have no bond money, Maddock can take Federal aid and pave road from Mesa to forks of Superior Highway.

My personal view is that you notify Chamber of Commerce here that as no action is being taken re bond election, although a sufficient number of signatures have been obtained to petitions, and as your agreement re the \$75,000 was based on the promise to push bond issue, you therefore withdraw from the agreement; this might punch Chamber of Commerce here to take some definite action and not "string" you along as in my opinion they are doing. Then if you could hold the money for awhile, something might happen. Please keep above confidential as my frankness might not be appreciated here. If you go to Phoenix and meet Fletcher, show him this letter. Let me hear from you.

Sincerely yours, (signed) R. E. Fishburn,

# COPY

April, 24, 1922.

Mr. Norman B. Conway, Highway Engineer  
Yuma County Highway Commission,  
Yuma, Arizona.

Dear Norman:

Mr. Fishburn has referred your letter of the 17th inst. to this organization for their advice and action.

At a meeting of our Good roads Committee this date it was un-animously decided that present arrangements now understood between the cities of Phoenix and Tucson may not lead to a definite accomplishment of the purpose we have in view. If it would not be asking too much, we earnestly request that your Commission retain the \$75,000 for the Aztec-Ajo road for a reasonable length of time or until such time as we can definitely give you our final decision in this matter.

We have arranged a meeting for the 27th with the Good roads Committee of the Phoenix Chamber of Commerce, the Maricopa Board of Supervisors, the Highway Commission, and Mr. Maddock for the purpose of securing a definite agreement in regard to the roads in Maricopa County. Based on the result of this conference we believe we will be able to give you our immediate answer. At this time is there anything that we can do to aid you people in your situation? We are interested in hastening the construction on the road from Yuma East towards Phoenix. Probably we can bring pressure to bear on Mr. Maddock to accept your proposition sooner than he would otherwise. I hope that you are planning to be in Phoenix on the 27th & 28th because we would like to have you sit in at our Conference with the Maricopa gentlemen.

Assuring you that Pima County will do the right thing when the time comes, I am with kind personal regards,

Yours very truly,

TUCSON CHAMBER OF COMMERCE.  
(Signed) O.S. McPherson.

May 9, 1922

Mr. H. B. Conway,  
County Engineer,  
Yuma, Arizona.

My dear Conway:

In strict confidence I enclose copy of my report that I will make to the San Diego Chamber of Commerce. You can show it to the Board of Supervisors and the County Highway Commission of Yuma County, if you want to, but under no circumstances let it get public, until I make it public, if I do at all.

Pima County showed its good faith and spent several hundred thousand dollars building that road between Ajo and Tucson. Carl Hayden will undoubtedly get a bill thru Congress that will help us to build thru the Indian reservation. I believe it is Yuma County's next move to show its good faith and go ahead and spend that \$75,000.

I am sure, if it comes to a show-down, San Diego and Imperial Counties will raise \$10,000 to help fix up a good passable road in Pima County to Ajo, that with other private moneys that can be raised, can make a good connection with Ajo direct. Once get this road in good passable condition and it is inevitable that it will be built permanently as part of the borderland route eventually. It is 100 miles shorter via Lordsburg and Superior to Phoenix. That is Phoenix's claim for trans-continental travel, and when they get to Phoenix past experience ought to show you what Phoenix is going to do to Yuma if they have their way about it. It is only by an absolute pledge for a highway and the road under actual construction from Yuma to Phoenix that will convince me that Phoenix has a change of heart.

Yuma and San Diego's only hope is to shorten the distance across the continent 50 to 100 miles by building from Lordsburg direct to Tucson and from Tucson direct to Yuma via Ajo, at least keep doing some work on that route all the time and holding it as a club over Phoenix's head.

- 2 -

May I hear from you by return mail before I make my report to the San Diego Chamber of Commerce as to whether you agree with me or not, and what the prospects are of going ahead independent of any promise from Pima County and spending the \$75,000 in Yuma County for a direct road from Wellton toward Ajo.

With kind personal regards, I am

Yours sincerely,

RF:KIM

*cc R. E. Gillburn*

July 11, 1922.

Mr. Norman B. Conway,  
Yuma, Arizona.

My dear Conway:

Answering yours of the 7th, will say that San Diego and Imperial Counties are very much excited over the initiative petition calling a bond election for two and a half million dollars to pave between Hassayampa and Ehrenburg. I understand this is coming up for a bond election in September.

If we had a paved highway from Phoenix to Yuma it would be none of our business, but we would lose all the transcontinental travel if they should pave from Hassayampa to Blythe, for there is no question but what they will pave from Blythe to Mecca if Arizona should pave between Hassayampa and Blythe. What chance is there for the bond issue carrying?

A delegation from Imperial County and San Diego County met with Governor Stephens and the Highway Commission yesterday in Los Angeles, and it was agreed that they would let another contract of twelve miles as soon as weather will permit, between Holtville and Yuma and rush it to completion at the earliest possible date. Let me hear from you in regard to this matter.

With kind regards,

Very sincerely yours,

EF:AH

cc - Fishburn

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A. W. FRANKLIN  
J. D. ADKINSON  
HIGHWAY ENGINEER:  
NORMAN B. CONWAY

## YUMA COUNTY HIGHWAY COMMISSION

YUMA, ARIZONA

July 26, 1922.

Col. Ed Fletcher,  
San Diego, California.

My Dear Colonel Fletcher:

I have your two letters of recent date in regard to the proposed paved highway between Hassayampa and Ehrenburg. I would have answered these sooner but I have been out of town most of the time lately.

We don't think that there is any chance of Phoenix putting over this Bond Issue and we have talked the matter over and will put out an extensive campaign against it when the proper time arrives. Of course we must fight all of the time and use every method at our disposal to combat it. I wrote Mr. Gardner of Tombstone an article sometime ago which came out in their paper, a clipping of which I am enclosing.

I think your interview is excellent and also that it should be printed. If you do so send me copies of it so that I can get them in our local papers here. Could you also send one to Mr. Gardner.

I expect to go to both Phoenix and Tucson within the next few days and will gather all of the data that I can while on these trips.

As I have lots of work ahead of me here, you can always find me on the job this summer. I have had no vacation so far and it looks like there will be none.

Sincerely,  
*Norman B. Conway*  
Norman B. Conway,

CHAIRMAN:

J. HOMER SMITH

MEMBERS:

IKE PROBSTEL

F. W. CRESSWELL

A. W. FRANKLIN

J. D. ADKINSON

HIGHWAY ENGINEER:

NORMAN B. CONWAY

## YUMA COUNTY HIGHWAY COMMISSION

YUMA, ARIZONA

August, 3, 1922.

Colonel Ed Fletcher,  
San Diego, Calif.

Dear Colonel Fletcher:

I am enclosing herewith a copy of the Tax Payers Magazine of Arizona, which has some very interesting reading regarding the proposed Bond Issue for the Hassayampa-Ehrenberg paved highway. You will realize that with this magazine coming out so strongly against this Bond Issue that the Phoenix interests are going to have a very hard time putting this thing over, for this magazine is mailed to each and every tax payer in the State of Arizona.

I am going to get Westover to print this in its entirety in our local paper, and will send copies of it to Tucson in order to have them print it, if they have not already done so.

In regard to your very kind invitation extended to us to come to Cuyamaca Lake for a week end, I will endeavor to get the crowd together you speak of, and hope that you will be able to have the Imperial Valley and San Diego Road Boosters there at the same time. I will advise you in time so that you can make the necessary reservations.

Thanking you again for your interest in our road improvement in Arizona, and also for any courtesies that you have extended to us, I am

Yours sincerely,  
*Norman B. Conway*  
NORMAN B. CONWAY,  
Highway Engineer.

NBC.SL

**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 5 Folder: 14**

**General Correspondence - Conway, Norman B.**



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