

ARIZONA HIGHWAY DEPARTMENT

Phoenix, Ariz. May 19, 1922.

Mr. Burt Caudry,
Yuma, Arizona.

Dear Burt:

We simply could not get enough water onto the Yuma-Wellton road to handle it. There is nothing to prohibit our springling this road as far as the 75% fund is concerned but the cost would be simply prohibitive. It would require about a gallon of water to each foot which would mean that it would take eight or ten tanks to the mile. We could not get a mile sprinkled before it would be necessary to begin on the other end.

We are receiving bids tomorrow on two inch asphaltic concrete paving, unpatented, to be laid on a crushed rock base that has been in service for sometime between Bisbee and Tombstone. We shall probably put in five or ten miles of this kind of road this summer. The cost should be ten or twelve thousand dollars per mile. This type of paving, which is approximately one-third of the cost of concrete paving in places where water is hard to secure for mixing and curing purposes, may be our real solution. I am anxious to get some of this paving laid so that the public will demand an additional amount.

We have had considerable opposition in the Legislature from Cochise County to State Road activity. It is a wealthy county and they have claimed that they can build their own roads, leaving the remaining portion of the State to do likewise. The starting of this paving in Cochise county, I believe, will partially change public sentiment there so that it will be easier to gain their future support for better roads on the thru highway syste.

I presume you may think that I am crazy but I believe within five years the entire southern highway thru Arizona will be paved. Eighty-two miles are already paved. I am in hopes of an additional twenty-seven miles being built this year. This will mean that approximately 22% will be already built. I would like to start a small stretch in Yuma county but believe that we should put every effort at the present time into getting a gravel road entirely thru. The resulant traffic influence on popular opihion will compel paving, so that the Highway Department will find its activities confined to the engineering question onl instead of having, in addition, to convince the public of the necessity of good road construction.

We are doing pretty well with our construction work between Gila Bend and the Gillespie dam. I am trying to get the county to see the advisability of paving nine additional miles west of Buckeye, and to assist on the construction of the road from

the end of this additional pavement to the Gillespie dam, also between Piedra and the Yuma county line. I think that this will work out. The Yuma County part of the construction has been a little delayed on account of the Government red tape.

Governor Campbell is back in Washington at the present time and is endeavoring to have two or three matters ironed out. If we can get the Government end adjusted and the Highway Commission of Yuma County will play the game, without being led astray by political propaganda, we shall be a long ways toward Yuma by the end of Governor Campbell's administration.

Bill says hello.

Yours very truly,

THOS. MADDOCK

State Engineer

TM:RS



Yuma, Arizona July 28th, 1922.

Col. Ed. Fletcher,
San Diego, Cal.

Dear Mr. Fletcher:

Several days ago, Mr. Franklin showed me your request for a letter from the Chamber of Commerce to the California Highway Commission, which matter we were glad to attend to, and desire to thank you for the interest you have always taken in this highway.

In talking the matter over with Mr. Franklin, I told him that I had a letter from Mr. Tom Maddox, our State Engineer, in which expressions showed that he was very favorable to the immediate construction of the highway in Arizona, so far as he was concerned. He asked that I send this letter to you, as he thought that it would interest you, and that possibly you could use some of the information to good advantage.

While the letter is a personal letter, and not for publication; at the same time, if there is anything in it that can assist in your boosting for the Highway, you are more than welcome. When it has served its purpose, I will ask that you kindly return same to me.

Yuma County realizes and appreciates your untiring efforts for this

Col. Ed. Fletcher,
San Diego.

-----2----- Jul. 28th, 1922.

Highway, and as I have always been a "Good Road Booster",

I wish to personally thank you for all that you have done.

With best regards, I beg to remain

Sincerely yours,

CW

Handwritten: 7/30-2
July 31, 1922.

Mr. Bert Caudry,
Yuma, Arizona,

My dear Mr. Caudry:

Answering yours of July 29th, I thank you for the letter from Mr. Maddock, and am returning it herewith.

Mr. and Mrs. Maddock have been my guests here in examining my concrete dams. I sent them to Yuma yesterday afternoon, leaving here at 1:30. Maddock has just returned from San Francisco, and he was told where the Government and the State of California stood, and I am sure he sees more daylight than he ever has before.

I don't want it given to the public, but the Government has offered to put up all the money to build the road thru the Indian Reservation, providing the Highway Commission of the State of California gives it consent.

Something must be done to kill that bond election on the 12th of September for the Hassayampa-Elythe road, and I will have a suggestion to make very shortly.

With kind personal regards, I am

Sincerely yours,

EF:KLM

cc- Mr. Conway

Ed Fletcher Papers

1870-1955

MSS.81

Box: 4 Folder: 27

General Correspondence - Caudry, Bert (Yuma, Arizona)



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