

**OFFICE OF PRICE ADMINISTRATION  
1037 South Broadway  
Los Angeles, California**

**September 17, 1942**

**In reply refer to:  
SLA: W2McG (L)**

**War Price and Rationing Board No. 9-11  
6209 La Mesa Boulevard  
La Mesa, California**

**Attention: Mr. H. A. Hall**

**Gentlemen:                      Re: Appeal by Ed Fletcher Company**

**Pursuant to Section 903 of Rationing Order No. 1 - Tire Rationing Regulations, the undersigned have given careful consideration to the appeal by Ed Fletcher Company from the action taken by your Board in rejecting its application for one passenger car tire.**

**This comprises the second application and appeal taken by the appellant on this matter. It alleges that the second application was filed because insufficient evidence was given on the first application.**

**The appellant alleges that the vehicle for which tires are sought is used in conjunction with the supervising of farms and properties owned by it; and also by Ed Fletcher, Jr. in servicing and soliciting explosive accounts. Lastly, it is used by the latter to carry out duties under the Office of Civilian Defense which takes him to the four-corners of the County.**

**The Board denied the application on the ground that the appellant had failed to establish need.**

**\*\*\*\*\***

**The appellant is the parent corporation of the Morse Construction Company and The Grossmont Park Company and is a closed corporation composed of a father and three sons.**

**The appellant owns six vehicles, two of these are now being used for ineligible purposes, to wit: A Pontiac sedan is being used by Mr. Ed Fletcher, Sr. for personal uses, and a Ford sedan is**



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being used by Mrs. Ed Fletcher, Jr. for personal purposes. Under Sections 501(c)(1) and 501(d)(1) the appellant could not possibly establish need. The latter Section provides: "That the passenger automobile upon which the tire is to be mounted cannot be replaced by a passenger automobile owned or operated by or subject to the control of the applicant which is equipped with serviceable tires and which is capable of being but is not fully employed for one or more of the purposes specified in paragraphs (a) to (d) of Section 405 or paragraph (a) of Section 504."

Moreover it is not altogether clear that the vehicle in question falls within any of the categories of eligibility. Certainly it would not come within the provisions of Section 504(a)(6) since the sale of explosives could be made by telephone or mail. The Office of Civilian Defense work carried on by Ed Fletcher, Jr. does not constitute the principal use to which the vehicle is put and, therefore, Section 504(a)(3) is not pertinent.

Lastly, Section 504(a)(4) is not applicable since Ed Fletcher, Jr. in his alleged role of inspector of powder is not employed by a governmental agency nor does he receive mileage from a Governmental Unit employing him for the use of his car.

For the foregoing reasons the decision of the Board is hereby affirmed and the file returned herewith.

Yours very truly,

Neil Petree  
Director, Southern California State Office

Paul Barksdale d'Orr  
State Rationing Officer, as successor  
to the State Rationing Administrator

Enclosure

By \_\_\_\_\_

cc to Ed Fletcher Company ✓  
10050 Puente Drive  
La Mesa, California

cc to Regional Office



ED FLETCHER October 1, 1942

Office of Price Administration,  
1037 South Broadway,  
Los Angeles, California.

Refers 8 LA 881-60 (L)

Gentlemen:

Copy of your letter of September 17th to the La Mesa Rationing Board received, and I am sorry to learn that your Board has not seen fit to overrule the decision of the La Mesa Board, however, to keep the record straight I wish to correct statements made in your letter for future reference.

Referring to the first paragraph in your decision, the Ed Fletcher Company is a California corporation with no stock for sale, all issued stock being held by the ten children of Senator and Mrs. Fletcher. The officers of the corporation are Ed Fletcher, Jr. President, Ferdinand T. Fletcher Vice-president, Willis H. Fletcher, Secretary-Treasurer. Senator Ed Fletcher is an employee of the corporation in the capacity of manager and owns no stock.

Paragraph 2 relative to the vehicles of the corporation is incorrect. The actual conditions are as follows, and a search of the registrar of vehicles in the Motor Vehicle Department will confirm same:

The Pontiac Sedan, License No. S-40, Eng. No. C46-KA-1920 is driven by Senator Fletcher in his capacity as manager of the corporation and also for state legislative work.

Chevrolet Sedan, License No. 30-4-362, Engine AA 185-090, is driven by Ed Fletcher, Jr. in his capacity as president of the corporation, and general supervisor of properties.

These are the only two cars operated by the corporation. There is a 1929 Ford 1 1/2 ton truck, 4 cylinders, with dual pneumatics on the rear, License No. PCN-7619, Eng. No. AA 28254-35, also a 1940 1/2-ton Chevrolet panel wagon, License No. AA 2805, Engine No. AG154107. In addition there is a light box trailer, registered in the name of the corporation, with BNV-7568 as its serial number.



However, since the denial by the Local Board affecting tires for the Chevrolet Sedan this trailer has not moved and will not move until this condition is changed and all powder orders have been delivered either by the Chevrolet panel wagon, if said orders were of a weight that could be handled by same, otherwise the larger Ford truck has been used.

As far as the Ford sedan that Mrs. Ed Fletcher, Jr. uses is concerned it is owned by Ed Fletcher, Jr. is not under the jurisdiction or control of the Ed Fletcher Company in any way and since Ed Fletcher, Jr. and family live on an avocado ranch 13 miles East of San Diego, off of transportation of any kind by nearly 2 miles, I cannot see where this car in any shape or form could be taken into consideration in arriving at an equitable decision affecting vehicles of the Ed Fletcher Company.

The Ed Fletcher Company is a corporation owning over 7,000 acres of land scattered throughout the entire county, a 60 acre apple orchard in the mountains, avocado groves and various grain and hay ranches scattered throughout the county. We operate income properties in the form of trailer courts, housing units, etc. in the county, being operated principally by defense workers and this, together with the explosive business is more than one individual can service and handle. Surely a business of this size is entitled to at least two automobiles in its operation.

You state that surely the sale of explosives could be made by telephone or mail. I do not know who on your Board is familiar with the sale of explosives and came to this decision, but I must say they are entirely wrong in their analysis. The proper sales and handling of explosives requires a constant contact with superintendents and foreman actually on the construction projects, where the explosives are being used.

As far as the Civilian Defense work is concerned as soon as I complete the present organization, which will take approximately one week more, it is my intention to resign from all types of this work, as what little rubber is left on my car must be used for a livelihood.

I am clarifying the situation with this explanation for the reason that shortly I will have to apply for rubber for the Chevrolet panel wagon and I want the record straight.

Yours sincerely,

ED FLETCHER COMPANY



November 15, 1943

War Price and Rationing Board  
811.2.3  
Fifth Avenue and G Street  
San Diego, California

Attention: Mr. Thomas N. Hoopes

My dear Mr. Hoopes:

Regarding gasoline rationing to S-40, under the name of the Grossmont Park Company, will say that the Grossmont Park Company holdings have been deeded to the Ed Fletcher Company and all the stock is owned by our ten children. I am President and Manager of the company, however. S-40 stands for the Fortieth Senatorial District.

Neither the Ed Fletcher Company, the Grossmont Park Company, Ed Fletcher or Mary C.B. Fletcher, my wife, have any cars in our own names or ask for any gasoline. The one car looks after everything.

The Ed Fletcher Company has no male employees in the office, the office work being done by three lady employees. We have no sons in our employ. Four of our sons, all married with families, have volunteered and now are across the waters or about to go; the other three have their own business and families to take care of and I have to look after some of the daughters-in-law as well. So you can see my hands are pretty full.

At your request I am furnishing a detailed report of my activities within the last four or five weeks--

First, as State Senator: I have been twice with S-40 to Los Angeles to meet with the Colorado River Committee, Senator Ralph Swing, chairman, for meetings with the Metropolitan Water District Directors, U.S. Reclamation Department officials and U.S. Army Engineer representatives and State Engineers, in connection with Colorado River problems. There are three of us on that committee.

You may ask why I went in a machine. The first train leaves at 7:30 in the morning and if on time, which it seldom is, it arrives at 10:30.



Mr. A.E. Housh--#2

and I could not get to the meeting until 11:00, either that or go to Los Angeles the night before; the meeting did not adjourn until late in the afternoon and it is impossible almost to get a seat on the train and these meetings were called at short notice.

I am also a member of the Commission on Interstate Cooperation, created by act of Legislature of California, probably one of the most important Commissions in the State regarding postwar work and interstate problems. Governor Warren made chairman of the Commission, Attorney General Robert Kenny and appointed on the Commission State Controller Harry Riley, Director of Finance, John F. Hassler, and Director of Motor Vehicles, Gordon Garland. The Senate appointed a committee of four and I am one of the Senate Committee and the Assembly did likewise—that composes the Commission on Interstate Cooperation and the Commission saw fit to appoint me as the Senatorial representative ex-officio member of the Colorado River Commission which meets the first Friday of every month in Los Angeles. I am also a member of the Commission on State-wide Water Problems, Senator Crittenden, chairman, where San Diego is vitally interested.

San Diego has many state problems coming up from time to time. I have made a successful fight to keep the Hoosa Canyon Prison Camp going. The work is half completed from Escondido to the Temecula cut-off and this cut-off alone will save 13 miles and it should be completed within the next five or six months. Charles Purcell, the Director of Public Works, ordered the Prison Camp disbanded in June; all of San Diego appealed to the Governor in protest and I took it up with my friend, Julian Alco of San Francisco, a member of the Board of Prison Directors, and got him interested. Through his influence, more than anyone else, we were able to bring pressure to bear on Purcell through the Governor so that from month to month the work was kept going; until recently a positive order was given to abandon the camp by Purcell. I telegraphed Julian Alco, got him down here, showed him the situation on the ground and G. Aubrey Davidson called several meetings, one of which was in Escondido, interested the Army Engineers, with the result that Julian Alco arranged for a meeting with Mr. Purcell and the Highway Commission and I am happy to inform you that we have won out and the Prison Camp will go ahead with double capacity of men. Within the last two months I have been out there six times in my machine and went over the entire route with Mr. Alco when he was here. I have no personal interest in this matter except as a State official trying to do something for my county and someone has to take the lead.

Within the last few weeks I have spoken at Encinitas, La Mesa and a half dozen other places over the county by invitation on State matters; with a half dozen night and day meetings scheduled in advance.

Four weeks ago the Commission on Interstate Cooperation met in San Diego as a compliment to me and I had to do some running around on their account.

Within the last week I have had to run out to El Cajon to see Mrs. French on State Matters and there is never a day that I do not drive 10 or 15 miles in the city on State matters.



I do not see how it is possible for me to do my duty as a State official without having an allotment of gasoline for at least 1000 miles a month.

I have recently had to attend meetings in San Francisco and other places up north and I had to set up all night twice, not being able to get a sleeper to and from San Francisco and three times I could not get on the train to come from Los Angeles.

**Ed Fletcher Company Farming:** I am the responsible manager of the Ed Fletcher Company farming activities. We have a forty acre apple orchard at Pine Hills; several acres in avocados at Grossmont; we have between 7000 and 8000 acres in the county that has to be leased each year for farming and cattle raising; 500 or 600 acres for winter vegetables and growing crops. In addition we are clearing 400 acres, hiring it done by the day; but it takes my personal supervision with two or three different outfits doing the work.

All the water from the city of El Cajon sewerage is dumped on our property. The U.S. government claims it is a menace to health and we must immediately install pumping plants, build pipe lines and spread the water and put 100 to 150 acres under water and eliminate the health menace. All this responsibility falls on me and requires my general, personal supervision.

**Housing:** The Ed Fletcher Company is completing six defense houses on Block 4, Treasure Hill, San Diego. These were contracted for, but the matter of fixing up the grounds and selling the property is handled wholly by me; three of them have been leased and sold. The Ed Fletcher Company owns the Grossmont Trailer Camp of 15 trailers and 8 houses are now under construction there. Every house is being done by day labor and I have to rustle most of the material. The houses are rented furnished at \$30 to \$35 a month and the trailer camp is on US #80 just a quarter mile east of the Grossmont High School. We are completing by day labor a five room house on the Van Horn tract, remodeling an old house on property on the east side of the El Cajon Valley. We are now remodeling and completing a five room house at Leucadia and we are remodeling and completing two houses at Solana Beach—all for defense families; none of this work can be done by contract and requires my personal attention in the acquisition of materials and keeping things going. We also have three houses at Del Mar leased to defense workers.

The Ed Fletcher Company owns the Seaside Camp with equipment for 40 trailers; 24 houses, etc., all leased to defense families at from \$30.00 to \$50.00 a month.

The Ed Fletcher Company owns the fishing, hunting and boating rights on Cuyamaca Lake with three houses and the store. The store is falling down and we have moved a garage up there and repaired it and are putting it in shape to take the place of the present store. That you may get some idea of the rush to take care of the demands it is estimated that there were



Mr. T. N. Hoopes--#4

over 12,000 people there in May, June, July and August of this year. Our revenue is the largest in its history, averaging nearly \$2000 a month. This work must be kept going; permission given by the State and local authorities for sewage installation as a health measure, parking area extended, which is now being done with bulldozers under my supervision and direction. I can only get carpenters by the day and our problems are many.

A week ago last Sunday when the whirlwind caused such fire damage at Rancho Santa Fe it took off part of the shingles of 12 of our houses at Seaside Camp, just recently shingled. We had to get shingles and the man to repair the damage immediately. Two large windows were broken in one of the Del Mar houses and a garage door was torn off. These things all need my personal attention.

Real Estate: We are probably the largest real estate office in town selling our own property and have sold in the last six months at least \$150,000 of our own property, all under my general supervision, with active subdivision work. We have paid out at least \$3500 in tractor and bulldozer work in leveling lands, building roads, soil conservation jobs and necessary clearing--all day labor work and under my personal supervision with as much more in sight for the next six months.

We feel that we are entitled to the following: Gasoline for 1000 miles a month for State business; 400 miles a month for real estate; 600 miles a month for housing and 500 miles a month for farming. Our car averages 15 miles to the gallon so we would need around 188 gallons a month.

I feel this is an exceptional case and our efforts should be encouraged in this war emergency. It is not our intention to take any joy rides, and I am sure you do not have a desire to close up our business and our activities.

Very sincerely yours,



April 11, 1944

Mr. Thos. N. Hoopes,  
Gas Rationing Board  
5th & G Streets  
San Diego 1, California.

My dear Mr. Hoopes:

I had an emergency call last Friday to show the different damsites and reservoir sites to the U. S. Reclamation Service Engineers, Mr. Leo J. Foster and Mr. R. B. Ward, in charge of the survey for the pipe line to bring water from the Colorado River thru the All-American Canal to San Diego County. I drove over 300 miles with them in my car last Friday.

If you have any reason to do so, you may verify this statement by contacting Mr. Foster at Yuma and Mr. Ward at Escondido.

I should have, by all rights, enough supplemental C-2 gas coupons to take care of this trip, as I am running short. I had an extra meeting in Los Angeles recently on state matters that I had not counted on. I have been called to a meeting of the California Commission on Interstate Cooperation in San Francisco next Saturday, and they are demanding that I be up in Eureka arranging for the sale of additional fir timber Monday and Tuesday. I can make these last two engagements by sitting up on the train most of the way, and lose a couple of days' time. I am forced again to go out tomorrow with Mr. Ward for a 100 to 125 mile trip, wholly on state matters regarding reservoir sites, rights of way, etc.

Let your conscience be your guide and give me the 300 miles anyway but I should have enough extra gas to take care of 400 miles with these engineers. I would be pleased to have you verify these trips with the U. S. Reclamation Service Engineers last Friday, certainly a vital one affecting the interests of San Diego County as conditions will develop.

Yours sincerely,



Why is this ration needed? 2 unexpected trips to  
desert with U.S. Government officials re  
Colorado River Survey - 450 miles. Unex-  
pected 3-day meeting, 26th to 28th of April  
Sacramento, Committee on water problems  
revising riparian laws of California and  
from there to Del Norte County with  
Directors Requa Corporation re sale timber  
1600 miles



OFFICE OF PRICE ADMINISTRATION  
War Price & Rationing Board 811.2.2  
668 Fifth Avenue  
San Diego, California

IN REPLY REFER TO:

April 13, 1944

Ed Fletcher  
1020 9th Ave.  
San Diego, California

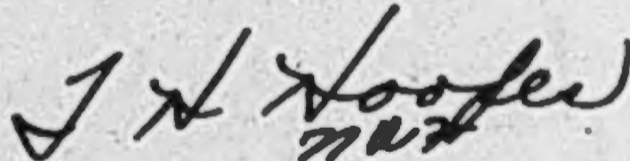
Dear Mr. Fletcher:

This will acknowledge receipt of your letter  
of April 11th.

We are enclosing Special Gasoline in the amount  
of 1000 miles. Please fill out the enclosed  
application covering your past and future trips.

Trusting this will cover your needs, I am,

Yours very truly,



THH:nrf

Vice-Chairman in charge  
of Rationing

P.S. Please return this application properly  
filled out to this office at your earliest  
convenience.





April 21, 1944

Mr. T. H. Hoopes,  
Rationing Board 811.2.2  
668 Fifth Avenue  
San Diego, California

My dear Mr. Hoopes:

Answering yours of April 13th, enclosed find signed application as asked for, and I appreciate everything you are doing and the confidence you place in me.

I am making one car do all of the work where I personally supervise the farming of several hundred acres, the running around and caring for 67 homes for defense workers, 2 trailer camps for trailers. Even Mrs. Fletcher has no car and she is certainly entitled to one at her age to get around in, but this one car is taking care of her when needed.

On top of this is my state business. I went to San Francisco last week to attend the California Commission on Interstate Cooperation, and it is pretty tough for me to go by train and sit up half of the time, and I lost 3 days on my last trip. I am also on an important committee on water right law, a statewide water program and we meet for 3 days on the 26th to 28th of April, inclusive, in Sacramento, taking testimony on most vital questions pertaining to our state water rights, bills to be introduced at our next session of the legislature, vitally affecting the ownership of the waters of Lake Tahoe, the beach erosion and ownership to mean high tide, whether it is state or federal, and as it pertains to mineral rights as well, etc. From that meeting I must go to Eureka and Del Norte County, for we are having a terrible problem there.

The government is so anxious to get fir logs and it has appropriated \$242,000 to build a road to get the timber out, on recommendation of the War Production Board, the U. S. Forest Service and the Bureau of Public Roads, and the bids have been opened and the contract ready to let, but it is being held up by rights-of-way - while time is of the essence. This is a problem, and I am helping solve it.



In addition to that I am taking the Directors of the Regua Redwood Company on important sales of fir and redwood, and we have numerous problems with others that forces me to go up North, away from my business here, so that I will not return until probably the 4th or 5th of May, and must have a machine to get around. However, I am very appreciative of the 1,000 miles you allowed me, altho this trip alone will take 1800 miles, but I hope to have enough coupons from the original allotment to make up the difference — so you can see I am kept mighty busy.

On top of that, General Rodriguez wrote me a letter asking me, as a personal favor, to go down to Santa Tomas, 40 miles below Ensenada immediately and see his superintendent and advise him how to develop water for 3000 acres of land on the Rancho Santa Tomas. I cannot refuse General Rodriguez, neither will I charge anything for my services, but I will get my gasoline tank filled up at Ensenada so will not have to use coupons and will go down next Saturday or Sunday, with an engineer and look over the situation and advise them what to do. General Rodriguez wants me to select the engineer to do the work, but I am looking over the problem first for him. Am sure you understand.

Kindest regards.

Yours sincerely,

P. S. When I make one of my supervising trips into the back country can you not get off for a few hours with your wife and see what my activities are and at the same time have a good time and see some of our beautiful back country. I would love to have you both go. How about it some Saturday.

E.F.



**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 67 Folder: 13**

**Business Records - Land Companies - Ed Fletcher  
Company - Office of Price Administration, War Price  
and Rationing Board, appeal for extra tire ration**



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