

514

# THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVER'S No.

TIME FILED

CHECK

C. W. CO.

Sept. 20 1913.

Southern California Drilling Co.  
959 E 4th St.  
Los Angeles, Cal.

FILE

Let me know the rental price for cap and pump for one month. Pump should be not over eight or ten feet long. If price satisfactory, will want you to ship today to Cuyamaca Water Company, Lakeside, Calif. by freight.

Wm S Post  
Engineer.

(CHARGE CUYAMACA WATER CO)

## WESTERN UNION



## TELEGRAM FILE

THEO. N. VAIL, PRESIDENT

515  
Form 1804

C. W. CO.

RECEIVED AT

134GSCD 10

LOS ANGELES CAL SEPT 20-1913

W S POST

SAN DIEGO CAL

HAVE CAP AND PUMP ON HAND WILL RENT WAITING INSTRUCTIONS

SOUTHERN CALIFORNIA DRILLING CO

959AM

33

E. W. RIGGLE  
PROPRIETOR AND MANAGER  
RESIDENCE  
HOME 72141 WEST 5522

PHONES  
EAST 544 A-4935

BINE J. SMITH  
ASSISTANT MANAGER  
RESIDENCE  
VERMONT 738

## Southern California Drilling Company

Office and Yard: 1600 North Main Street

Los Angeles

LARGEST DRILLING COMPANY IN THE SOUTHWEST  
EXPERT MANAGEMENT AND OPERATORS  
PORTABLE RIGS BUILT TO ORDER

Deep Wells a Specialty

WATER DEVELOPMENT PROJECTS A SPECIALTY  
DRILLING AND FISHING TOOLS FOR RENT  
WELL DRILLING CONTRACTORS

Sept. 22nd 1913.

C. W. CO.  
FILE

Mr. Wm. Post, Eng.,

San Diego, Calif.

Dear Sir:-

As per our phone conversation of the 20th we shipped to the Cuyamaca Water Co. at Lakeside, Cal., 1 - 16" Sand pump, 1 - 24" Well Cap and 1 sand pump sub., the rental on this order will be, \$2.75 per day for the first four days and \$2.50 per day for each additional day, however we will allow some discount if tools are kept longer than thirty days, the amount of discount depending on the condition of the sand pump when same is returned.

Thanking you for the order and trusting to receive any future business you may have in our line, we remain;

Yours truly,

Sou. Cal. Drilling Co.,

By J. Smith

*Reached Lakeside  
night of 9-24-13  
Kunow*

9-25 = 2.75  
26 = 2.75  
27 = 2.75  
28 = 2.75  
29 = 2.50 etc.



# The Atchison, Topeka & Santa Fe Railway Company.

Coast Lines.

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shippers No. 167  
Agents No. \_\_\_\_\_

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

from Los Angeles Calif. the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from \_\_\_\_\_

to \_\_\_\_\_ is in Cents per 100 Lbs.

IF...Times 1st	IF 1st Class	IF 2d Class	IF 3d Class	IF 4th Class	IF 5th Class	IF A Class	IF B Class	IF C Class	IF D Class	IF E Class	IF Special per	IF Special per

Consigned to Cuyamaca Water Co.  
Destination Los Angeles State of Calif. County of FILE  
Route AT & SFE Car Initial \_\_\_\_\_ Car No. \_\_\_\_\_

NO. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
1	16" Sand Pump			
1	do do sub			
1	34" Well cap			

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received \$ \_\_\_\_\_ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per \_\_\_\_\_  
A. T. & S. F. Ry. Co. (G. L.)  
RECEIVED

LOS ANGELES, CALIFORNIA  
SEP 20 1913  
Charges Advanced:

(In apparent good order subject to conditions of uniform bill of Lading.)  
T. W. FATE, Agent

Per \_\_\_\_\_ Shipper. Per \_\_\_\_\_ Agent.

E. W. RIGGLE  
PROPRIETOR AND MANAGER  
RESIDENCE  
HOME 72141 WEST 5522

PHONES  
EAST 544 A-4935

BINE J. SMITH  
ASSISTANT MANAGER  
RESIDENCE  
VERMONT 738

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Los Angeles

LARGEST DRILLING COMPANY IN THE SOUTHWEST  
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Deep Wells a Specialty

WATER DEVELOPMENT PROJECTS A SPECIALTY  
DRILLING AND FISHING TOOLS FOR RENT  
WELL DRILLING CONTRACTORS

Oct. 18th. 1913.

The Cuyamaca Water Co.  
C/o W. S. Post,  
929 8th. St.  
San Diego, Calif.  
Gentlemen:

Regarding the tools that you have rented from us; we wish to say that we now have a 20" sand pump, if you want it, and if your rig is heavy enough to handle it.

Very truly yours,

Sou. Calif. Drilling Co.

By E. W. Riggle Mgr.



# WESTERN UNION



RECEIVERS NO.

TIME FILED

CHECK

## NIGHT LETTER FILE

THEO. N. VAIL, PRESIDENT

### C. W. CO.

October 1, 1913.

SEND the following Night Letter, subject to the terms on back hereof, which are hereby agreed to

Southern California Drilling Co.  
959 East 4th St.,  
Los Angeles, Cal.

Have you a twenty inch drill. weight about one thousand pounds - sinker bar and jar bars with one and one half inch <sup>square</sup> pin. Ship tomorrow to Lakeside, California, to Cuyamaca Water Company. This is to go with other tools on Dunn job.

Cuyamaca Water Co.  
By W S Post Engineer.

(Chargo Cuyamaca Water Co)

### CONDITIONS.

**SECTION 1.** The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

**SEC. 2.** In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

**SEC. 3.** No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona-fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

**SEC. 4.** All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling

or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

**SEC. 5.** Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

**SEC. 6.** No carrier will carry or be liable in any way for any document, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

**SEC. 7.** Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

**SEC. 8.** The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

**SEC. 9.** Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

**SEC. 10.** Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.



XXXXXXXXXXXX

924 8th St.

Nov. 14, 1913.

Southern California Drilling Co.,

1600 N. Main St.,

Los Angeles, Cal.

Gentlemen:

Enclosed please find bill of lading for

- 1 - 16" sand pump
- 1 - Sand pump sub
- 1 - 24" well cap

tools rented from you, which are now being returned.

One forging in the handle of the sand pump proved defective and is broken as you will find on examination. The driller states that the flaw was an old one, and I mention it as a consideration in such charge as may be proper.

The perforator and cross bit also rented from you, are also being shipped and bills of lading will follow later.

Very sincerely yours,

Chief Engineer.  
Cuyamaca Water Company.

WSP-WK

E. W. RIGGLE  
PROPRIETOR AND MANAGER  
RESIDENCE  
HOME 72141 WEST 5522

PHONES  
EAST 544 A-4935

BINE J. SMITH  
ASSISTANT MANAGER  
RESIDENCE  
VERMONT 738

## Southern California Drilling Company

Office and Yard: 1600 North Main Street

Los Angeles

LARGEST DRILLING COMPANY IN THE SOUTHWEST  
EXPERT MANAGEMENT AND OPERATORS  
PORTABLE RIGS BUILT TO ORDER

Deep Wells a Specialty

WATER DEVELOPMENT PROJECTS A SPECIALTY  
DRILLING AND FISHING TOOLS FOR RENT  
WELL DRILLING CONTRACTORS

Nov. 15th. 1913.

Cuyamaca Water Co.

ATTENTION MR W S POST, ENGR.

San Diego, Calif.

Gentlemen:

You have rented tools from us, as follows;

- Sept. 20th.
  - 1 - 4 Lug 24" well cap,
  - 1 - 16" Sand pump,
  - 1 - Sand pump sub.
- Sept. 27th.
  - 1 - 24" Perforator,
  - 1 - Set ring and wedges for 3",
  - 1 - Set Iron cutting clamps,
- Oct. 3rd.
  - 1 - 22" Cross bit,
  - 1 - 5" Stem, 15' 6" long,
  - 1 - Sub, 5-4-7 box to 2-3-7 pin
  - 1 - Set 6 1/2" Jars,
  - 1 - Rope socket sub,
  - 1 - Set 4 1/2" Tool wrenches,

Of course, we are willing for you to retain these, so long as you need them, but we thought it possible that your men may have neglected to return them and that rent may be accruing on them, without your getting any benefit from them.

Kindly let hear from you.

Very truly yours,

SOU. CALIF. DRILLING CO.

By E. W. Riggle Mgr.

Southern California Drilling Company

22 22 22 22  
22 22 22 22

144 12 12  
144 12 12

12 12 12 12  
12 12 12 12

210  
200  
100  
100

209  
103  
172

375 3/4

106 30

E. W. RIGGLE  
PROPRIETOR AND MANAGER  
RESIDENCE  
HOME 72141 WEST 5522

PHONES  
EAST 544 A-4935

4 copies  
Mgt

BINE J. SMITH  
ASSISTANT MANAGER  
RESIDENCE  
VERMONT 738

# Southern California Drilling Company

Office and Yard: 1600 North Main Street

Los Angeles

LARGEST DRILLING COMPANY IN THE SOUTHWEST  
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WATER DEVELOPMENT PROJECTS A SPECIALTY  
DRILLING AND FISHING TOOLS FOR RENT  
WELL DRILLING CONTRACTORS

Dec. 2nd, 1915.

Mr. Wm. S. Post,  
Chief Engineer Cuyamaca Water Co.  
924 8th. St.  
San Diego, Calif.

Dear Sir:

In your letter of Nov. 14th., notifying us of the return of part of the tools rented from us, you wrote as follows;

"The perforator and cross bit also rented from you, are also being shipped and bills of lading will follow later."

As we have received neither the tools or bills of lading, we thought it possible that some mistake may have been made in the shipment. If you have shipped these tools, kindly have them traced.

Very truly yours,

SOU. CALIF. DRILLING CO.

By E. W. Riggle Mgr.



December 9, 1913.

The Southern California Drilling Co.,

1600 N. Main St.,

Los Angeles, Cal.

Gentlemen:

Enclosed is bill of lading for cross bit, perforator, etc. For some reason or other we did not get this bill from the railroad company until today, hence our delay in sending it to you. But we presume you have had the articles some time by now although you did not have the bill of lading.

Very truly yours,

Chf. Engr.  
Cuyamaca Water Co.

K

**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 26 Folder: 12**

**General Correspondence - Southern California Drilling Co.**



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