

December 26, 1916.

Mr. F. J. Raben,  
608 Van Nuys Bldg.,  
Los Angeles, Calif.

Friend Raben:

Answering yours of December 16th, will say that Mr. Henshaw is asking \$40 an acre for the Warners Ranch. He wants to reserve the springs and 2000 acres; also about 4000 acres at the dam site. If he had to, he would sell the springs with the rest of the ranch, but by reserving the 6000 acres mentioned above that still leaves about 38000 acres that he would be willing to sell. He would be glad to consider an offer.

I don't know what you call cheap acreage. The best buy I know of in San Diego County is the Bernardo Rancho of between 5000 and 6000 acres, four miles South of Escondido. It has wonderful possibilities for subdivision into farms; well watered; and can be bought at around \$30 an acre.

Yours very truly,

F-S

Mr. Hummer

January 5, 1944

My dear Mr. Maglin:

The way to go to Eagles Nest from Encinitas is to go past Lake Hodges to Escondido and the distance is about the same to Warners Hot Springs to go by way of San Pasqual, Ramona and Santa Ysabel or from Escondido to Valley Center, Rincon and Henshaw Dam.

A quarter of a mile before you get to Warners Hot Springs you go to Eagles Nest by following the paved road to the right for about a half mile, then you keep to the right on a dirt road—don't go to the left up the paved road. You go about two-thirds of a mile up a winding dirt road until you come to a narrow road going slightly up hill to the left that is the private road to Eagles Nest. That is where you had better have your caterpillar unloaded and drive it up to Eagles Nest, dragging the Scraffier with you up the road—it is about 3 1/2 miles to Eagles Nest up a narrow dirt road. About a half mile up the Eagles Nest road from the main dirt road you come to a gate which you must close; about a half mile further you turn to the right—there is a small road that goes to the left—don't take. You cross the creek and you had better look it over carefully and see whether the bridge will hold the caterpillar or not. I don't remember whether Foster crossed on the bridge or went across the stream.

Then it is clear sailing to Eagles Nest. About a mile from the bridge you come to a padlocked gate—you will find the key in the top of the post which is a piece of pipe—it unlocks the small padlock. Be sure and lock the gate when you go through.

Mr. Hummer will be up at Eagles Nest and will cooperate with you. I cannot be up there Thursday afternoon but the first thing I want done is to widen the spillway south of the dam and deepen it at least four feet if possible. You will need the Scraffier to finish that job.

The whole idea is to divert the water out of its present channel and into the new channel through the spillway which I want you to lower four feet and as wide as you can make it—8 or 10 feet, where Foster has already been working.

Above the dam I would like you to clear that off a little in the spillway so as to lower the spillway enlarging the diversion of water above the dam through the spillway as much as possible.

When you have done this I want you to start and widen the road a bit from the little wooden cottage east of the Burk cottage for about a quarter of a mile, working up the hill east until you come to a fork in the roads; the right fork going to the Chestnut tree; the left fork going down to the creek—but that road in good passable condition down to the creek; then cross the creek and go on practically a dead level, or up hill just a little west toward the power house and carry the road around until it meets the present old road passed the fish pond, power house and up east

The New Willard Hotel,

Washington, D.C.

February 5, 1918.

Mr. Thad, E. Ragsdale,

406 Fifth Street, N.W.,

Washington, D.C.

Dear Sir,

Referring to your notes of Friday last, on page b22 the 3rd line from bottom should read \$10 per acre instead of \$20. as written.

On page marked 432b, 3rd and 2nd lines from bottom of page should read as follows "They had been insisting upon our building reservoirs above our intake so as to increase our net safe yield"

On page WHC 4, 6th line from top the word "of" should be changed to at.

Page 433, 10th line from top the word "junk" should be changed to get. 5th line from bottom of page, word "and" should be changed to or.

Next page WHC 6, line 3 from bottom, the word "as" should be changed to for, and on the last line the word "in" should be inserted, so as to read "so that we can put it in to our system".

Page WHC7 line 7 the word "of" should be inserted after construction

Page 8, line 15 the word "municipality" should be changed to public utility, and five lines from bottom of page the word "post" should be changed to code

Page 9, first line the word "good" should be inserted before faith, so as to read "good faith".

Mr. Raglin—#2

to the meadow—either Mr. Burke or Mr. Hummer can show you these things.

I cannot come up until sometime Friday morning, but if anything should happen that I can't get there, they will show you what I want done—just to build a road that the automobile can get over and make it a little safer.

I want you to finish up everything by Saturday night. Saturday afternoon before dark will you get the tractor off the mountain and loaded on to the truck that you can get from Julian. The people who own the tractor are the Julian Feed and Supply Company and their telephone is Julian 40—notify them at what time to have the truck there and they will have it there. Give them as much notice as possible. They will take everything to the Botti camp on Lakemanshaw—a quarter of a mile west of the Botti Store, right adjoining where there is some big 24 and 30 inch pipe and where some grading has been done by Foster—that is where the bulldozer and the Scarifier is to be left, ready to go to work next Monday morning.

I guess this covers the situation.

When you have done this I want you to start and when the road is hit from the little wooden cottage east of the bank cottage for about a quarter of a mile, working up the hill east until you come to a fork in the road; the right fork going to the Greatnut trees; the left fork going down to the creek—but that road in good bearable condition down to the creek; then cross the creek and go on practically a dead level, or up hill just a little west toward the power house and carry the road around until it meets the present old road passed the fish pond, power house and up east

The whole idea is to divert the water out of the present channel and into the new channel through the spillway which I want you to look your feet and as wide as you can make it—8 or 10 feet, where Foster has already been working.

Let it be clear sailing to Foster's house. About a mile from the bridge you come to a backcross gate—you will find the key in the top of the post which is a piece of pipe—it unlocks the small lock. Be sure and lock the gate when you go through.

Mr. Hummer will be up at Lakemanshaw and will cooperate with you. I cannot be up there Thursday afternoon but the first thing I want done is to widen the spillway south of the dam and begin it at least four feet if possible. You will need the Scarifier to finish that job.

Mr. Thad, E. Ragsdale,

page 2.

Page 436, line 15, the word "some" should be put in place of no

Page 14, line 1 instead of the word "city" it should read the cities on our system.

Please make these corrections, and acknowledge receipt of this letter to the above address.

And obligem

Yours truly,

*Mr. Fletcher*

San Diego, California.  
December 13, 1917.

Col. Ed Fletcher,  
920 Eighth Street,  
San Diego, California.

My dear Mr. Fletcher:

Regarding the Bermuda on the Santa Fe ranch: I have looked over the ground thoroughly and the only hope I can see is to try to smother the Bermuda. My suggestion would be to harrow the ground down, any places where the roots are thick, rake and burn them, then seed the barley, preferably drilling, using 100 lbs., of seed to the acre. This should be watched at the time the barley is ready to cut for hay and if the Bermuda is not growing much it would be better to leave for grain.

As soon as the hay or grain is off, the land should be immediately plowed and planted to a summer crop, that will make the heaviest growth: Sudan grass or some of the sorghums. This should also be planted very heavy. If the Bermuda does not start too much, this crop should be left until about time for frost. It should then be cut and the ground immediately plowed for barley, when the process should be repeated.

Cultivation of any hoed crops, such as beans or beats is utterly out of the question, as it will simply spread the Bermuda. A clean fallow, I do not think would be

EE-2

satisfactory on sandy land, as much of this is, for the reason that the weed knives would not cut the tops, simply dragging them under the sand, so they would be uncovered by the first light wind and grow.

If the summer crop must be cut early on account of the growth of the Bermuda the ground should be kept cultivated until time to plant the barley.

YoursVery truly,

Signed, J. A. Ream.

# Firlands Ranch

J. A. REAM

PARADISE, BUTTE COUNTY  
CALIFORNIA

Dear Mr Fletcher: 3-11-31

In reply to yours of 3<sup>rd</sup> I think on the spuds the #2, out of the early crop, that will ripen in July and August, would be about what you would want, as they would have completed the best period, and be ready to go when you planted. They would of course have to be put in cold storage either here or there. We have a cold storage plant in Chico. As to price I can't make one at this time, if you were to have part of the crop for seed, I would need to do more roading than where they are sold just for table.

I talked a little about this to your Mr Schisler in Los Angeles last fall. It would be well to talk this over with you now and if this time will suit we will make the price fair depending on market conditions, and Mr S. might like to come up in June when the crop is growing and look it over. I will be only too glad to let this go on the loan. And if this time won't work we can figure out a date to plant a special lot for you.

300.  
Firlands Ranch  
J. A. REAM  
PARADISE, BUTTE COUNTY  
CALIFORNIA



Banner Strawberries

Bliss Triumph Potatoes

# Firlands Ranch

J. A. REAM  
PARADISE, BUTTE COUNTY  
CALIFORNIA

I would prefer not to do that unless it is necessary to meet your conditions. If ripen Oct 1st they would have to be planted about July 1st and that is about the time we are digging on the early crop - and they should have about a 90 day dormant period before planting -

I thank you for the picture that is surely a fine group and the "Laddy" can well have a proud look.

I want you to know how much I do appreciate your kindness in the matter of the loan and I am very sorry that I can't seem to get hold of any money to help you out. This is the toughest job I ever tackled and while I don't believe much in luck I think I have had a pretty large dose of the bad variety and things surely must break our way soon -

The family are all fine. Elsie says she "surely appreciates you sending the picture and enjoys looking at it and showing to friends all of whom exclaim in admiration". Hoping before the year is out I can mail you a good sized bunch. Sincerely yours J. A. Ream

C. J. WOOD,  
PRESIDENT.

C. E. DE CAMP  
VICE PRESIDENT.  
A. H. JONGENEEL  
VICE PRESIDENT.  
H. B. WORDEN,  
VICE PRESIDENT.

# REDWOOD MANUFACTURERS COMPANY

PAID UP CAPITAL \$ 1,000,000 00

PIPE AND TANK DEPARTMENT.

"REDWOOD FOR DURABILITY"

"REMCO FOR MECHANICAL PERFECTION"

SAN FRANCISCO,  
Dec. 22, 1919.

Ed. Fletcher Company,  
920- 8th St.,  
San Diego, Calif.

Gentlemen:

In response to your verbal request of even date, we append our quotation sheet #1001-A covering approximately 39,000 feet standard REMCO machine banded pipe, F.O.B. San Diego or other point carrying the same freight rate. The quoted prices are net cash 30 days.

Specifications on standard REMCO pipe are given on page 54 of catalog No. 9, which has been previously handed to you. The pipe will be wound with No. 4 gauge wire having a diameter of 0.2253 inches and spaced on the pipe to limit the stresses to 15,000# per sq. in. tension on wire on both 16 inch and 18 inch pipe and 580 and 525 pounds per sq. in., respectively, bearing on wood on 16 inch and 18 inch pipe. The quotation sheet covers the additional amount involved in supplying pipe that will limit the bearing on wood to 500 pounds per sq. in. The added amount for REMCO Asphalt Superdip is also given on the quotation sheet, as well as the installation cost in trench or on supports provided by you.

Shipment of pipe is subject to our ability to secure the necessary REMCO wire. We have sufficient clear air-dried Redwood in our yards at the present time to supply the entire quantity of pipe, but have on hand only a limited quantity of wire. We anticipate an early resumption of manufacture by the mill that supplies us material, and have had on file with them for 60 days past an order for a considerable quantity of the particular size required. We believe at the present time we will be able to supply the entire quantity of pipe prior to April 1st, 1920, but our ability to do so is entirely conditional upon our ability to secure the necessary wire.

REDWOOD MANUFACTURERS CO.

"REDWOOD FOR DURABILITY"

PAGE

"REMCO FOR MECHANICAL PERFECTION"

Ed. Fletcher Co. #2.

In reference to "Duck Brand" Aquatic compound mentioned in your specifications, we wish to state that we are not familiar with the applicability of this material to wood pipe and consequently cannot offer any suggestions regarding its use. We are perfectly willing to familiarize ourselves with this compound, however, and if it can be applied to the pipe at the same cost to us as the Asphalt Superdip covered by our quotation, we will undertake its application, but only on condition that you will assume complete responsibility for its performance. REMCO Superdip is an asphaltic compound prepared by the Standard Oil Company and in our range of experience has given the best satisfaction of any material we have used for this purpose.

If you prefer to install the pipe yourself, we will supply an experienced superintendent at \$8.00 per day plus traveling expenses to and from San Francisco and living expenses while on the job. This superintendent will more than save his cost in the added speed and efficiency he will obtain from the labor gang. A common labor crew of six men, with competent supervision, should lay about 1,000 feet of 16 inch or 700 feet of 18 inch pipe per eight hour day.

We will guarantee that every foot of pipe supplied will be exactly in accordance with the specifications given in the catalog, including the REMCO Expanded Tenon, reamed collar and recessed reamed collar for heads greater than 300 feet. We cannot guarantee the performance of the pipe line after installation, for to do so would demand an acceptance on our part of full responsibility for the design and operation of the hydraulic system - obviously factors beyond our control. We do expressly and fully guarantee every foot of pipe supplied will be exactly as represented and from the fact that REMCO pipe has never had a failure in the thirty years of its manufacture, we believe you can feel sufficiently assured of its performance in the proposed installation.

Yours very truly,

REDWOOD MANUFACTURERS COMPANY

By

*James P. Barry*  
Chief Engineer.

C. J. WOOD,  
PRESIDENT.

C. E. DE CAMP  
VICE PRESIDENT  
A. H. JONGENEEL  
VICE PRESIDENT  
H. B. WORDEN  
VICE PRESIDENT

# REDWOOD MANUFACTURERS COMPANY

PAID UP CAPITAL \$ 1,000,000 00

PIPE AND TANK DEPARTMENT.

"REDWOOD FOR DURABILITY"

"REMCO FOR MECHANICAL PERFECTION"

SAN FRANCISCO,

Dec. 22, 1919.

Bid #1001-A  
Ed. Fletcher Company.

39,000 lineal ft. Remco machine banded pipe f.o.b. San Diego, Cal.

	16"	18"
50 ft. pressure head	\$1.37	\$1.51 +4 +7
100 " " "	1.52	1.73
150 " " "	1.79	2.07
200 " " "	2.02	2.34
250 " " "	2.40	2.87
300 " " "	2.72	3.15
350 " " "	2.90	3.58
400 " " "	3.28	3.88

The above prices are per lineal foot of pipe, and are net cash 30 days.

If REMCO Asphalt Superdip is desired, add to the above prices for

16" pipe - 3 3/4¢ per lineal ft. of pipe  
18" " - 4¢ " " " " " "

The above prices on pipe contemplate 15,000# per sq. in. tension on wire and 580 and 525# per sq. in. bearing on wood, for 16" and 18" pipe, respectively. We will supply additional wire to limit the bearing to 500# per sq. in. on 16" pipe for \$250 additional and on 18" pipe for \$80 additional.

We will install in a trench or along the surface of the ground, on supports provided by you, 16" pipe for 5¢ per lineal ft. and 18" pipe for 7¢ per lineal ft. These prices being exclusive also of haul and distribution of pipe or back-fill of trench.

This bid is made subject to any delay in shipment caused by fire, strikes, acts of God, or other causes beyond our control.

REDWOOD MANUFACTURERS COMPANY

By

*James F. Barry*  
Chief Engineer.

EVERY THURSDAY

ESTABLISHED 1926

TELEPHONE 2411

*ansd*

# THE VISTA PRESS

M. Z. REMSBURG  
PUBLISHER

VISTA, CALIFORNIA

March 31, 1941

Senator Ed Fletcher

Sacramento

Dear Senator:

Your note received; also the copy of telegram and your comment, which I intend to publish this week that the public may be informed on the way heat is put on our legislators. I believe sentiment is crystallizing in strong opposition to the attitude of the labor leaders at this time of emergency. I believe it is becoming apparent to the public that there is a lack of patriotism in the ranks of labor, at least among opportunist leaders.

I believe also that the larger per cent of your constituents appreciate the good work you are doing in their behalf.

Sincerely,

M. Z. Remsburg,

*M. Z. Remsburg*

Note: The report of committee appointment was reprinted as received from regular news sources. See editorial comment in our issue of April 3.

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HARRY A. REYNOLDS  
Vista  
Vice-President  
GEORGE W. CASTEEL  
Lemon Grove  
Secretary-Treasurer  
D. W. CAMPBELL  
Chamber of Commerce  
San Diego

SAN DIEGO COUNTY  
DEVELOPMENT FEDERATION

COMPOSED OF  
ASSOCIATED CHAMBERS OF COMMERCE  
AND OTHER CIVIC BODIES

DIRECTORS

R. E. BADGER  
Rancho Santa Fe  
RICHARD BRACKENBURY  
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San Diego  
PERCY FISHER  
Escondido  
FRED W. MITCHELL  
Carlsbad  
HERMAN PREZBYLSKI  
Lemon Grove

SAN DIEGO, CALIFORNIA

April 16, 1941

Senator Ed Fletcher  
State Capitol  
Sacramento, California

Dear Senator Fletcher:

The San Diego County Development Federation,  
at its regular meeting held Tuesday, April 15, with  
24 organizations in attendance, went on record  
unanimously as favoring the passage of State legislation  
which would declare "hot cargo" and "secondary boycott"  
to be unlawful.

The Federation is entirely in accord with the  
stand you have taken in this matter and appreciates  
your efforts to obtain passage of this legislation.

Very truly yours,  
SAN DIEGO COUNTY DEVELOPMENT FEDERATION

*Harry A. Reynolds*  
Harry A. Reynolds, President.

HAR:G:AD

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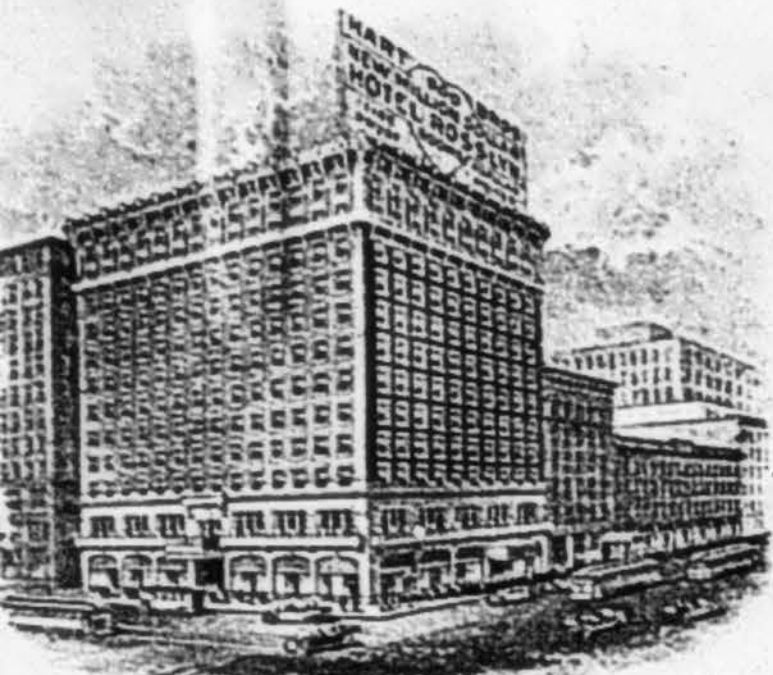
G.A. HART  
D.H. HART  
HART BROS. PROPRIETORS  
AMERICAN AND EUROPEAN PLAN  
RATES MODERATE

HART BROS. MILLION DOLLAR POPULAR PRICE  
NEW HOTEL ROSSLYN  
COR. MAIN AND FIFTH STS.  
FREE BUS TO AND FROM HOTEL

6-27-21  
LOS ANGELES, CAL.

*Cal Ed Fletcher,  
San Diego Cal.  
My son Cal Fletcher:-  
Your telegram reached me too  
late to come down -  
At first all Salt River Valley was  
against the Berthe power road -  
Now they are so solidly for it -  
But the rest of the state is  
rather hostile + the matter has  
gotten where it is to be voted on  
at the primary election in  
Sept. - My plan is for all*

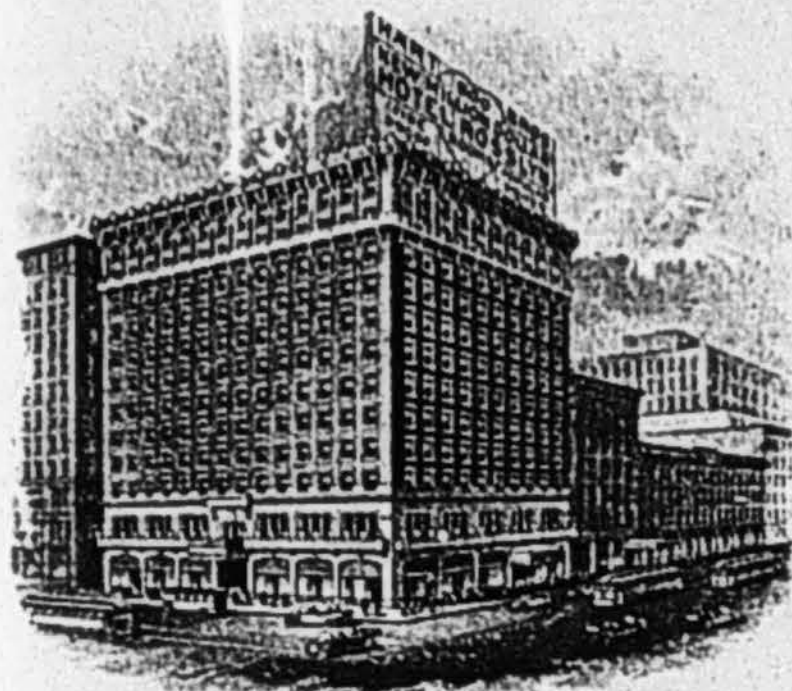




HART BROS. MILLION DOLLAR POPULAR PRICE  
NEW HOTEL ROSSLYN  
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FREE BUS TO AND FROM HOTEL



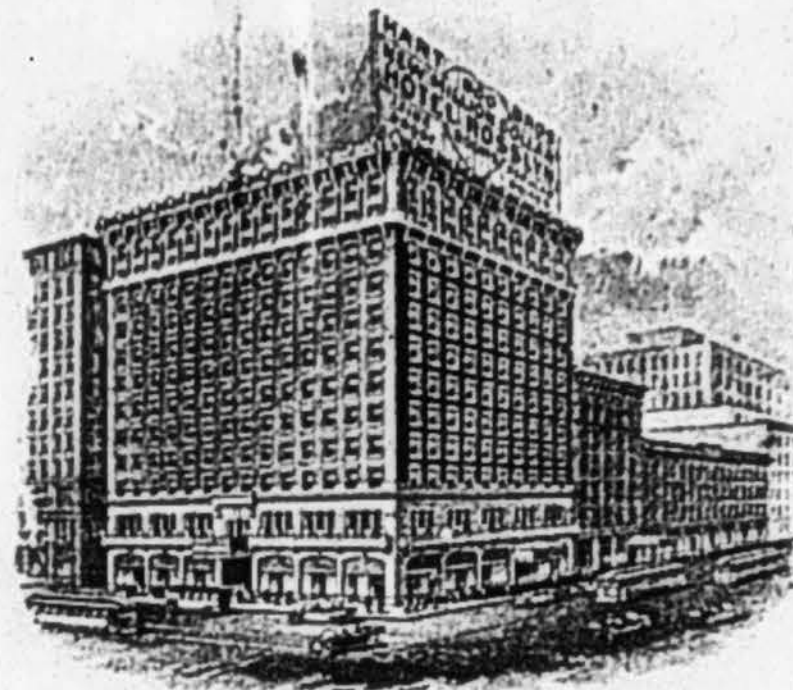
LOS ANGELES, CAL.



HART BROS. MILLION DOLLAR POPULAR PRICE  
NEW HOTEL ROSSLYN  
COR. MAIN AND FIFTH STS.  
FREE BUS TO AND FROM HOTEL



LOS ANGELES, CAL.



HART BROS. MILLION DOLLAR POPULAR PRICE  
NEW HOTEL ROSSLYN  
COR. MAIN AND FIFTH STS.  
FREE BUS TO AND FROM HOTEL



LOS ANGELES, CAL.

Japanal towns - Don Diego & Yuma to send 2 delegates to a joint meeting in Don Diego - I has already written about this route to them at the time I wrote you so they will probably understand, - The other people are throwing dust in the eyes of the people by presenting statistics regarding the 2 routes that I can see are not correct but we have

no way of ascertaining the facts, & the road our way is now building but not concrete. The people of my are aware of \$8,000,000 bonds just now & we have a good chance to defeat the measure by sending people over the state so they are doing & telling them the real facts. Now what I propose to you is that the O.P. Chamber get in touch with all

towns interested & have delegates from each @ @ meet in San Diego to form a permanent Committee to finance & steer the campaign - I would like to have this meeting not further away than Aug 15th or any location closer than I would not be able to attend. We are ready & have an delegate appointed. Please address me c/o Jefferson Hotel Phoenix Ariz. & we are informed of your progress if you require. Sincerely yours, H. Richards M.D.

230-2

July 30 1922

Dr. L. H. Richards,  
c/o Jefferson Hotel,  
Phoenix, Arizona.

My dear Dr. Richards:

I thank you for your letter of the 27th relative to calling a convention in San Diego to discuss the best method of defeating the bond issue of \$2,500,000, in the matter of building the road Hassayampa to Blythe.

I question very much the advisability of California actively entering into this campaign to defeat the bond issue on the 12th of September. It seems to me that if Arizona came over and tried to dictate to California how California should decide as to which ~~type of~~ road to build, it would do more harm than good, and Arizona would resent the interference of California into her affairs.

I think I am familiar with the situation in Arizona, and if not, I wish you would tell me so. Phoenix is jealous of Tucson, and vice versa. I would not advise Tucson to take the lead in this matter, but I would advise that the meeting be called at Yuma, and the campaign laid out at that time.

Here are a few strong arguments against the \$2,500,000 bond issue to pave from Hassayampa to Blythe:

1. The State of Arizona can get no government aid on that project, for they are committed to the Phoenix-Yuma road.
2. It is only about 70 miles longer by way of Yuma to Los Angeles, and the Yuma route is almost entirely thru a country that will soon be developed, while the other route is thru unbroken desert for 250 miles.
3. If the people of Phoenix build a paved highway direct to Los Angeles, they will lose a lot of Arizona trade, which will do its business direct with Los Angeles, whereas if they build a paved highway from Phoenix to Yuma, it will develop Phoenix trade and bring closely together two wonderful developments - the Yuma development and the Cila development, direct with Phoenix.

4. You kill two birds with one stone, connecting up Phoenix with San Diego, via Yuma, via the shortest route. You will have connected up with Imperial Valley as well, and it is a crime to make the state of Arizona build and maintain two parallel roads to the Arizona line. At the present time conditions do not warrant it.

I am sending a copy of this letter to Judge Westover. I believe he should arrange to have a convention called at Yuma. San Diego and Imperial counties are willing to put up some of the money, and to send out Judge Westover to campaign all over the state of Arizona against that bond issue. My suggestion is that the convention be called at Yuma, and let it be wholly an Arizona affair, but San Diego and Imperial counties will help you financially, with proper printed literature, and to help in the expense of killing the bond issue.

Think it over and write me in relation thereto.

I had the pleasure of entertaining Mr. and Mrs. Thos. Maddock, the state engineer of Arizona yesterday, and at half past one yesterday I sent them in my machine to Yuma. I believe that after Tom Maddock's visit to San Francisco where he found out that the U. S. Government, as well as the State of California, are wholly committed to the Phoenix-Yuma road, that he will see daylight, and I think Tom Maddock can do more to kill the \$2,500,000 bond issue than anyone else in the state of Arizona, if he wants to. However, he has made no commitment, but I have an idea that he does not want to see the state of Arizona pay for the total cost of that road and have to maintain it.

I am not opposed to the paving of the highway Hassayampa to Blythe at some future date, when the road to Yuma is built, but it is for the best interest of the states of Arizona and California, that the Phoenix-Yuma road be built first, and I believe we will succeed.

This letter is confidential and is not for publication.

Yours very truly,

EF:KLM

cc - Buxton  
Ronslett  
Lynnman  
Westover  
Conway

L. L. Odle  
Boston Long

PHONE LA MESA 341

"THE RIGHT PLACE"

## THE RIGHT GROCERY

WRIGHT & BENGSTON, Proprietors

LA MESA, CALIFORNIA

April 4, 1941.

Col Edward Fletcher.

Sacramento, Calif

Dear Ed:

We wish to commend you for the stand you took with reference to the demands of the engineers, and congratulate you for your splendid and courageous letter to them.

Too bad they did not send you to Washington, as we need more men like you down there.

We hope you will try again, and have better luck. Maybe the next time your opponent will not have someone to carry him along as he did the last time.

Yours truly,

The Right Grocery  
E. H. Wright

March 15, 1922.

Mr. Lewis S. Riley,  
Scripps Building,  
San Diego, Calif.

My dear Mr. Riley:

For a year and a half the City of El Cajon has maintained a nuisance there in the matter of the unpaved highway within the city limits of El Cajon on the road to Santee. Matters have reached an impasse, and the inclosed clipping is explanatory. We must raise this money by private subscription or the work will not be completed for years.

Will you please drop me a line and let me know what subscription you will make for the good of the cause. Anything you may give will be appreciated, and I hope it will be liberal. A check should be made to Sherwood Wheaton. One half of the subscription will be accepted now and the other half in three or four months.

Thanking you for your cooperation in this matter, I am

Yours very sincerely,

EF:AH

May 31, 1922

Attention Mr. Riley

Riley & Peterson,  
San Diego, California.

Gentlemen:

Enclosed find bid, which is explanatory.

You promised to give us a bid on this and practically at cost. It is only a small job, but the City of El Cajon has not the money to pay for it all, and the rest of it must be raised by private subscription, which I am attempting to do, and as a personal favor I would appreciate it if you will give the City of El Cajon as low a bid as you can. I will guarantee to you that there will be no question about financing, as we will raise the money by private subscription and the bank will have the money in a few days, before the contract is let.

Yours very truly,

EF:KLM



RIVERSIDE BRAND

## RIVERSIDE PORTLAND CEMENT CO.

MILLS BUILDING  
SAN FRANCISCO Nov. 29, 1913.

Mr. Ed. Fletcher,  
San Diego, Cal.

Dear Sir:-

I beg to acknowledge your various favors of the 21st and 26th together with enclosures. There is only one thing I want to call your attention to Ed, namely, that we will not agree to arbitrate the purchase of any property. You see that re-opens that old agreement which they had to abandon in going before the courts, and therefore they must abandon it in arbitration. All damages past and prospective we are willing to arbitrate.

Brown's letter is written with his characteristic cunning and insincerity in my opinion. Mind you, the point of the thing is this: There is no arbitration as far as we know that can be drawn up that can be made final. We are willing to have a clause in there agreeing that it shall be final, and that there shall be no appeal by either party. If we sign such an agreement we would stay with it, but there is no possible agreement that we can make of this kind that is going to prevent our going into the courts if we want to, and by the same token, as I understand it, nothing that will prevent Brown's going into the court. If the arbitration agreement is drawn up as we suggest, it will come as near being absolutely binding as it is possible to make such an agreement, because an appeal under that agreement would be a very difficult thing to sustain, and it is very doubtful if any court would set aside the findings.

You ought to ask him this question. He says he is not willing to dismiss his suit until the award is decided and settled. I would like to ask why. Does he propose to go ahead with this arbitration, and then if the decision is satisfactory to him, to dismiss his suits, and if not, to continue them? Does not this attitude on his part look very strange to you? He does not have to dismiss his suit until the arbitration agreement is drawn up satisfactory to him and signed.

He says he wants it final and binding. Very well, if his attorneys can make it in any way a final and binding agreement, we are willing to submit to it. Our attorneys know no way. Mr. Sutro's objections to pass two points which he raises were not fundamental as he claims; for in the first place all Mr. Sutro said was, that he did not know how it

-2-

could be drawn up in a way that was final and binding, but we would make it just as final and binding as it was possible.

He says that he told you in the hotel in the presence of Mr. Beach that he could not speak definitely for those he represented, and yet he comes up here under a distinct agreement with you to go into an arbitration agreement, and the presumption was that he had authority to do this, and there was no question in the world that his people will do whatever he says.

The fact of the matter is, I am satisfied, that Mr. Beach stood in the way of reaching an agreement. Mr. Beach even went so far with Mr. Sutro as to ask him if this agreement of arbitration was made with Brown, if he could get us to sign a like agreement with all of his (Beach's) other clients. We are settling with Mr. Brown and not with Mr. Beach, and we are willing to take under consideration certain conditions with Mr. Brown that we would not take under consideration with any one else.

I suppose you will hear further from Mr. Brown in reply to your last letter. The only thing is that I am afraid that it will look as if you thought we would be willing to arbitrate whether any property was to be purchased, and that we are not willing to arbitrate.

Yours truly,

TH

*J. H. Kinnahan*

XXXXXXXXXXXXXXXXXX

924 8th St.  
San Diego, Cal.  
Nov. 25, 1913.

Mr. Arthur Jones,  
Rochdale Co.  
Escondido, Cal.

Dear Sir:

I should be obliged for any information you can furnish me regarding the use of waterproof felt and asphalt on the Escondido Ditch.

I should be glad to know exactly how the material was attached, the ply of the roofing etc., and how long it lasted, as well as whether it made the flume watertight.

Mr. Meyer local agent of Johns-Manville Co. gave me your name, and my understanding from him is that this material was a failure.

My inquiry is on account of the Cuyemaca Water Co. (San Diego Flume) where such a lining is being considered.  
Very sincerely yours,

**CLASS OF SERVICE**  
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

1201

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PRESIDENT

NEWCOMB CARLTON  
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(22)

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1911 APR 1 PM 2 20

ED FLETCHER=

SENATE CHAMBER

BULLY FOR YOU I VOTED FOR YOU BECAUSE I WAS SURE YOU WOULD

STAY ED FLETCHER=

ALFRED D ROBINSON.

530 Silvergate ave.  
S. D.

*ansd*

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

230-2

Ed Fletcher  
Dear Sir:

I have written a highway story for Arizona papers which I think will interest you, hence am sending copy. Perhaps you can get into San Diego paper. I think it would tickle our mutual friend Tom Maddock to have it so appear.

Ralph Rollins,  
Capital News Bureau  
Phoenix, Ariz.

Ed  
Fletcher  
7/10

Phoenix, Sept.13. Another important step in the huge undertaking of joining southern Arizona with San Diego, is announced by the state highway department in the opening of bids for a <sup>42</sup> mile unit known as Federal Aid project No 55 between Wellton, Ariz and Aztec.

The completion of this work will leave but a comparatively few miles to be improved and it is the opinion of Tom Maddock, state engineer the entire road between Phoenix and Yuma will be completed before next spring. With work in California progressing favorably it is expected that the long discussed route from Phoenix to San Diego will be available for traffic next summer.

Bids for the new construction were opened at Yuma, Septemeber 11, in the presence of the Yuma County highway commission, Fritz Holmquist, assistant state engineer and W. M. Ingraham, secretary of the state highway department. The work was divided into four sections, and bids submitted on each. The lowest bidders were:

Section 1,	Robert McKay	\$52,241
Section 2	Robert McKay	42,982
Section 3	E. C. McGrath	38,247
Section 4	E. Sanguinetti	56,505

The total of these bids was \$189,976. Edmond Toohy of Phoenix submitted a bid on all four sections of \$161,374, and in view of a resolution passed by the Yuma county highway commission favoring the acceptance of this bid by the state highway department, it seems likely that he will be awarded the contract.

The Toohy bid is much lower than the state estimates figured about a year ago, and for this reason the highway department will file a request with the federal government asking for an extension of the project eastward to the Yuma-Maricopa county line, thus adding eight miles to the work, and making the project an even 50 miles in length.

It is anticipated that federal approval of this action will be received early enough so that all of this 50-mile stretch can be completed this winter.

The most difficult portion of the road will be in the vicinity of Pembroke, where heavy sand has often made travel next to impossible. This portion of the road as well as other sandy stretches will be surfaced with disintegrated granite obtained from a central rock ~~crushing plant to be erected at Mohawk and hauled by rail to various~~

crushing plant to be erected at Mohawk, and transported to various points on the highway by rail.

The completion of this work will mean a splendidly graded and surfaced highway from Yuma eastward ~~####~~ along the main line of the Southern Pacific as far as the Maricopa county line.

Out of Phoenix the route lies over 25 miles of 16-foot concrete paving laid by Twoby Brothers as a part of the Maricopa county \$8,500,000 highway program. It is expected that there will be sufficient surplus funds from this bond issue to finance the construction of 10 miles additional paving nine feet wide between Buckeye and the Hassayampa river, and for 13 miles of graded and surfaced road between the river and the Gillespie dam on the Gila river.

State forces are now constructing 25 miles of highway from Gillespie dam to the town of Gila Bend on the Southern Pacific. Eighty percent of the grade and 30 per cent of the surfacing is now completed on this stretch.

Bids have been called for and will be opened September 20 for the construction of 15 miles of road between Gila Bend westward to Piedra. This leaves a gap of 20 miles between Piedra and the Yuma county line, for which the state highway department is now preparing plans with the idea of submitting them for approval to the federal authorities in the ~~##~~ immediate future.

It is the opinion of the department that the entire road between Phoenix and Yuma should be completed this winter and that state and federal funds available together with funds from the Maricopa and Yuma county bond issues will be sufficient to finance the project without the necessity of a state bond issue for this primary road.

###

PHONE 14

3-17-21-5M



IRRIGATING PLANTS  
OUR SPECIALTY

THE F. RONSTADT CO.



MANUFACTURERS OF  
HARNESS AND SADDLES  
DEALERS IN  
CARRIAGES, WAGONS, AGRICULTURAL IMPLEMENTS  
HARDWARE, PAINT, WIRE FENCING  
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RUBBER TIRES, ENGINES, PUMPS, AND WINDMILLS  
AUTOMOBILE SUPPLIES

TUCSON, ARIZONA  
July 20, 1922

*P23  
N. B. County  
John Lyman*

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

My dear Mr. Fletcher:

I received your letter of the 17th inst., confirming what you had already said to me at San Diego about funds for the construction of the road thru the Indian Reservation between Tucson and Ajo.

I had a conference today with Mr. Ernest Woods, Chairman of the Board of Supervisors of Pima County, and knowing Mr. Woods to be discreet and careful I showed him your letter. He tells me that the Board of Supervisors of this County have agreed to call for the bond election when we have the county primaries in September. They are not making this public, preferring to complete their plan of campaign that may insure the success of the election. Mr. Woods also tells me that the road between Ajo and Gila Bend, on which the County Engineer has been working for sometime, is about completed and the good rains that we are having now will make this piece of road real good indeed for anyone that may wish to use it between San Diego and Tucson.

I am going to ask the Secretary of the Chamber of Commerce to call a meeting of the Road Committee tomorrow and later a meeting of the directors of the Chamber of Commerce, to decide on a communication to Senator Fall, Secretary of the Interior, who, I understand, would be the proper person to get action on this road money for the Indian Reservation. I shall send you a copy of our communication to Senator Fall.

I have read your proposed interview to the Tucson papers, and while I don't find any criticism to make about it, I believe it will be best to hold it for a few days and await developments here.

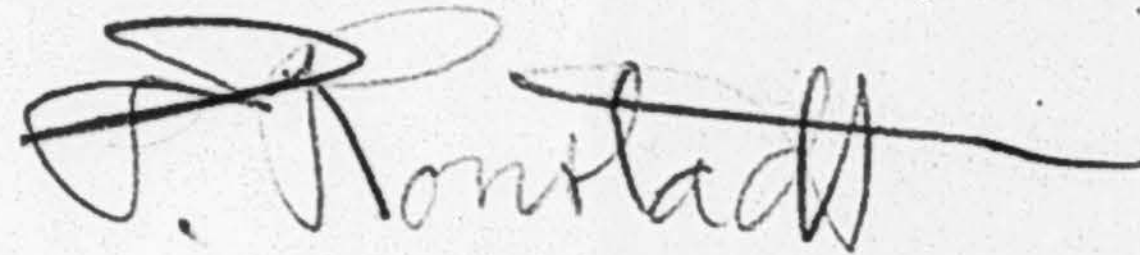
We prefer to say nothing about the proposed call for bond election to complete the road from Ajo to the Yuma County line, at the present time. The people of Maricopa County and the City of Phoenix seem to



get alarmed every time that something is published about our efforts in completing the road by Ajo to Yuma, and just now they are offering to fix the road from Tucson, by Florence to Phoenix, all of which is a state road, and we prefer not to start anything that could be used as a pretext for retarding that work. This, you will understand, is confidential, and I trust you will keep it to yourself.

I shall be glad to get suggestions from you when you hear of anything or think of something that will help in this work.

Very sincerely yours,



*Re: 7  
not correct  
John Synge*

July 24, 1922.

Mr. F. Ronstadt,  
Tucson, Arizona.

My dear Mr. Ronstadt:

Was mighty glad to hear from you under date of July 20th. The information is just what I wanted.

I am pleased to inform you that I received a telegram from my cousin, A. B. Fletcher, to go to Riverside and meet Mr. McDonald, Chief of Roads and Engineering, U. S. Government, in charge of all Federal aid appropriations, from Washington, D. C. He told me that he was ready immediately, and had the legal right to put up all the money to pay the total expense of the paving through the Yuma Indian Reservation, eight or nine miles from Yuma west, and that he would do it immediately if the California Highway Commission gave its approval and allowed the cost of the road through the Yuma Indian Reservation to be deducted from California's allotment. This statement was made in the presence of my cousin, A. B. Fletcher, and we hope to put it over in the near future. This is confidential. The government can build the entire road through your Indian reservation in Pima County if you can only get the authority of the state. Go to it and keep me posted.

With kind personal regards, and agreeing with you that it is better for me not to give out any interview,

Very sincerely yours,

EF:AH

# WESTERN UNION

Form 2280

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## NIGHT LETTER

THEO. N. VAIL, PRESIDENT

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

12/30/13

The Ross Valve Company,

Troy, New York.

Kindly wire quotation on eight inch pressure reducing valve same as furnished City of San Diego. Give time of delivery.

Cuyamaca Water Company

By W. S. Post,  
Engineer.

Charge Cuyamaca Water Company

WALTER G. ROSS  
Box 462  
ESCONDIDO, CALIFORNIA

Apr. 26. 41

Senator Ed Fletcher  
Sacramento.

I presume you have heard plans about S.B. 877 in which some growers of fruit or farm products is interested. And have read your comments in the papers on the propaganda. Believe it is in the best interests of California that this bill should pass.

Walter G. Ross

GILFORD G. ROWLAND  
ATTORNEY AT LAW  
FORUM BUILDING  
SACRAMENTO, CALIFORNIA

July 9, 1941

*Answered 7/12*

Hon. Ed. Fletcher  
1020 9th Street  
San Diego, California

My dear Senator Fletcher:

I want to express to you my thanks and the thanks of the San Francisco Employers Council, which I represented, for the support which you gave to the "Hot Cargo" bill. The enactment of this legislation will go a long ways to stop the excesses of certain misguided labor leaders.

With best regards, I am

Sincerely yours,

*Gilford G. Rowland*

Gilford G. Rowland

GGR:cf

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1941 APR 1 PM 11 07

F316 8 NL=SANDIEGO CALIF 1

SENATOR ED FLETCHER=

SACRAMENTO CALIF=

CONGRATULATIONS ON YOUR COURAGEOUS REPLY TO UNAMERICAN THREATS=  
BEN B RUBIN.

*Atty. S. D. Tr. & J. B. Bledy  
San Diego.*

# Russ Lumber & Mill Co.

WHOLESALE & RETAIL **LUMBER** AND ITS PRODUCTS,

G.F. NOLAN, Mgr.

MAIN OFFICE, WHOLESALE YARDS,  
WHARVES & PLANING MILL AT  
SAN DIEGO, CAL.

BRANCH YARDS,  
RIVERSIDE, REDLANDS, CORONA  
CALIFORNIA.

SAN DIEGO, CAL.,

January, 31, 1920

Ed Fletcher Co

920 8th St, City,

Contracts are conditioned upon strikes, fires, floods, inability to secure cars or vessels and other causes beyond our control.

Gentlemen:

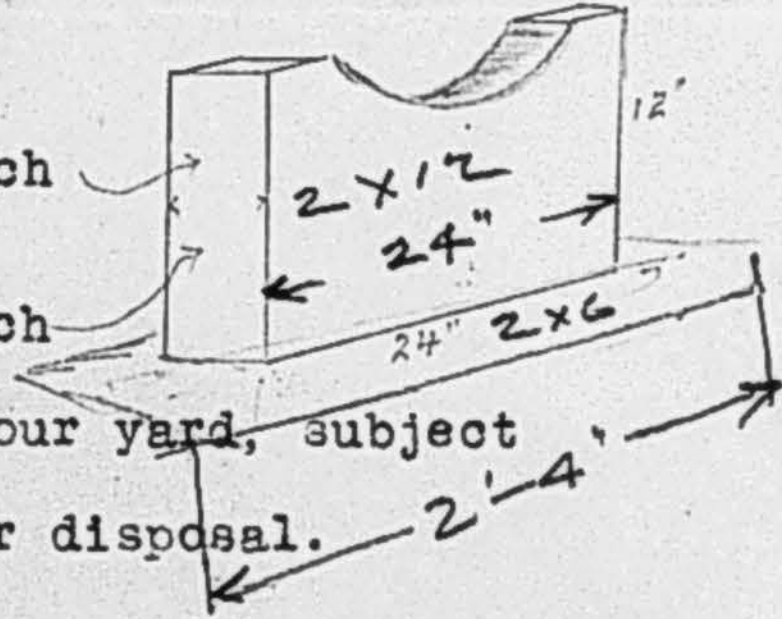
Complying with your request we beg to quote on the following material:

~~4x4 Common Rwd Rgh 14 ft & Under \$52.00 Per M 16 ft & Over \$53.00~~

1000 Pcs Rwd to det if made of:

2 pc 4x6 x 2'-0" . . . . . 48¢ Each

1 pc 3x12x2'0" . . . . . <sup>39</sup>37¢ Each  
24"



The above prices are f.o.b. our yard, subject to acceptance within 20 days, and held at your disposal.

Respectfully yours,

Russ Lumber & Mill Company

*Frank O. Benz*

Handwritten calculations:  

$$\begin{array}{r} 39 \\ 11 \\ \hline 28 \\ 20 \\ \hline 48 \\ 600 \\ \hline 28800 \\ 25620 \\ \hline 3180 \end{array}$$

34  
11

18  
41

*Benson Lumber Co*

*256.20 for 600*

Handwritten calculations:  

$$\begin{array}{r} 600 \overline{) 256.20} \\ \underline{2400} \\ 1620 \\ \underline{1200} \\ 4200 \\ \underline{4200} \\ 0 \end{array}$$

*(42.7 Cords)  
43 Cords Each*

3000 feet }  
5" pipe }  
525 head }

260  
210  
220  
---  
230

Three

Harvey

Contractor Pipe



© 1917

**Ed Fletcher Papers**

**1870-1955**

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**General Correspondence - R - Miscellaneous**



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