

PACIFIC DEPARTMENT

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY**

LIMITED

315 MONTGOMERY STREET

**SAN FRANCISCO, CAL.**

**E. L. VAIL**

RESIDENT AGENT

**ATASCADERO, CALIF.**

Feb. 27th, 1929.

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

Dear Sirs:

I have a letter from one of our people who is interested in property here in Atascadero and wants to trade me 2.65 acres in Section 1 Twp 14 Range 4, Subdivision A of Lot 3 Block 4 of Keeney's Marine View Gardens and described by metes and bounds.

Mr. Charles J. Brewster, Anyox, B. C., Canada, claims that he is purchasing this lot and I assume he is buying it from your Company. He says the place stands him \$3,700 with interest and taxes and asked me to write you about same. I am wondering if you could give me some information about the location and development of this particular section and what is the possibility of selling same. Have you a resale department with your organization? If there is a charge for this information, please advise me.

I am a broker and have been here for over fourteen years.

Yours truly,

*E. L. Vail*

ELV

Encl

PS He tells me he has the last payment to make, but did not tell me the amount. Could you inform me on this, ppint also? ELV

2385.00  
129.57  
131.96  
105.56  
-----  
2747.09

Int 9/12/26 - to 11/16/28  
9/16/26 9/16 - 25  
9/16 - 25 - 6/16/26  
377.00

6/16 to

2385  
129.57  
131.96  
105.56  
-----  
2747.09

March 1, 1929.

Mr. E. L. Vail,  
Atascadero, California.

Dear Sir:

Answering yours of the 27th, will say that the final payment on this property is \$377.00, plus interest.

This property stands Mr. Brewster somewhere around \$3500 to \$3700.00. It has a fine view of the ocean, is within a mile of the coast, and it has the cheapest water rate in this county, a permanent water supply from Lake Hedges system. The land is practically frostless and it lies between Rancho Santa Fe and the ocean.

The property should in time sell for \$4000 to \$5000.

I would suggest you put it in the hands of either George B. White of Salinas Beach, or E. C. Batchelder of Del Mar. There usual charge for commission is 10 percent, but in this case they may take it for five percent.

Yours very truly,

EP:ELV

cc. White Geo B.  
E.C. Batchelder



February  
Thirteenth  
1922

Mr. W. L. Valentine,  
Merchants National Bank Building,  
Los Angeles, California.

Friend Valentine:

Attached hereto is copy of letter from the Automobile Club of Southern California under date of October 19, 1921; also copy of telegram from C. H. McStay, dated October 22, 1921; also copy of my letter of December 12, 1921 to the Auto Club of Southern California; also copy of letter from the State Engineer of Arizona; also copy of my letter of January 24th to Carl McStay of the Auto Club of Southern California, all of which is explanatory.

I have cooperated in every way with the Auto Club of Southern California in this matter. It was the Auto Club of Southern California's own proposition. It has refused to live up to its obligation, and the civic organizations of San Diego are theroly aroused, and it is only a question of a few days, or weeks, in my opinion, if the Auto Club of Southern California does not do as it has agreed, that there will be a wholesale withdrawal of memberships in San Diego and Imperial Counties, and a new organization completed between San Diego and El Paso, to protect the interests of Southern Arizona and Southern California along the border.

This letter is not intended in any sense as a threat, for I know you too well, and you would not hesitate to call a bluff, and this information is furnished you simply as between friends in the hopes that it will impress you with the justice of our claim and that you will help straighten the matter out in fairness to all concerned.

Every county thru Southern Arizona via the Ajo route, has formally passed resolutions for the Automobile Club of Southern California to sign-post the southern route. We want Maricopa county also to join in and sign by way of Phoenix, but if they do not that fact should not keep us from signing via Ajo route, and the Automobile Club of Southern California's letter of October 19th distinctly

Page Two/

states that they are willing to sign-post from San Diego to El Paso, either via Phoenix or via Ajo. The Bankhead Highway has never designated the Ajo route and for that reason all the counties in Southern Arizona asked it to be designated as the "Borderland Route".

I am giving you this full information before Thursday's meeting, and have forwarded these papers to you at the request of Mr. Harry Chandler, to whom I am also sending a copy of these letters.

I am in receipt of a letter from Judge J. H. Westover, president of the Yuma Commercial Club and owner of the Yuma "Sun", who furnishes the following information in a letter under date of Feb. 8th:

"In a few days the state engineer at Yuma will let contract for the building of nine miles of road on the state highway from Wellton West to connect with the road already built. This will complete our road to Wellton. The money for this contract does not come out of our bond money, but comes out of a direct appropriation by the legislature. This is of course to match federal aid.

As soon as our bond money comes, which ought to be within two weeks, the money will be available to construct the road from Wellton to the Maricopa County line, provided the federal aid has been allotted by that date. We hope within a very short time to have all of the road under contract to the Maricopa county line.

In the meantime Engineer Maddox has moved one camp to Gila bend and is going to work immediately carry the state road on to the Gillispi dam and to Phoenix. Maddox says that he hopes to have this road well under the way to completion by the end of the year."

Now that the route is finally determined from Yuma to Phoenix, and entirely financed, I think there will be less opposition on the part of Maricopa county to having the road signed, for the road Phoenix to Yuma has been declared



Page Three/

a primary road and is the road that will receive federal aid.

I ask your earnest cooperation in getting this matter straightened out to the satisfaction of all parties in interest.

Sincerely yours,

ED FLETCHER

EF:KLM

Page Three/

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Sincerely yours,

EF:KLM

cc - Harry Chandler  
White  
Belcher  
Gould



March  
First  
1922

Mr. W. L. Valentine,  
Merchants National Bank Bldg.,  
Los Angeles, California.

My dear Mr. Valentine:

Enclosed find clipping which is  
explanatory. I thank you for your interest in this  
matter.

With kind personal regards, I am  
Sincerely yours,

EF:KLM

September 6, 1934.

Mr. P. H. Van Etten,  
Broadway Pier Bldg.,  
San Diego, California.

My dear Mr. Van Etten:

I had a talk with Ed Hyatt yesterday and by inference he gave me to understand that you were much impressed with the possibilities of building San Vicente Dam and a pipe line from El Capitan Dam and also to the city. He did not tell me what your final conclusions were for the development of the river and what steps you were going to take. I am taking the liberty of giving you my personal impressions, which are naturally biased, owing to our ownership of Mission Gorge No. 3, but I assure you I have tried not to be biased, considering only what is for the best interest of the city, and considering its state of finances.

I feel that the next step in the development of the San Diego River should be the construction of Mission Gorge No. 3, and for the following reasons:

A report by F. A. Rhodes, who has had charge of our water system and been engineer of the city for 15 years, shows that 60 percent of all the water used in San Diego City is between sea level and 200 foot elevation. The top of Mission No. 3, if built, would be anywhere from 520 to 550 foot elevation. By building a short pipe line from Mission No. 3 to a connection with the city's system at Old Town, Mission Gorge No. 3 water will go thru the entire low service system. Or, it can be pumped thru the present pumping plant into the high service system, if desired.

Please remember, and you can get it from the city attorney, also Mr. Cosgrove, that there are valuable water rights, irrespective of the paramount rights to waters of the San Diego River which have not been acquired by the city, and the rights from El Capitan to the ocean have never been acquired. If you do not let the water come from El Capitan and surcharge the water bearing gravels, or in lieu thereof furnish water under some arrangement with the city, you are going to have all kinds of litigation. The paramount right was compromised so far as Ed Fletcher, the Cuyamaca Water Company, and the La Mesa, Lemon Grove and Spring Valley Irrigation District are concerned, but it has never been



settled in the Supreme Court of the United States. I am satisfied that our case was bungled, improperly handled, and if E. W. Scripps and the Fanita Ranch and others who are threatening should carry that case into the Federal Courts, that the United States Supreme Court would knock out the paramount right.

By building at Mission Gorge No. 3 you have only a small number of riparian rights to be taken care of and practically all within the City of San Diego. Mission Valley wants that dam built as a flood prevention, and petitions have been circulated urging its construction. We will have no trouble, in my opinion, in acquiring the riparian rights between Mission No. 3 and the ocean.

At Mission Gorge No. 3 the water is deep, the surface area small, the evaporation low, and God made that canyon for that purpose, at least up to the 320 or 330 feet elevation. On the other hand, if you recommend San Vicente as the next step in the development of water on the San Diego River, you are running into much more money in the cost of the dam, pipe line and a major pipe line to the city, with only a net safe yield of around 3 million gallons a day out of San Vicente watershed, and in addition you are shutting off all of the water practically from all of the farming lands below. You are in danger of litigation clear to the United States Supreme Court, and you are drying up the lands of the valleys below that will some day be very valuable.

My object is, and I believe that from the city's standpoint it is the proper development, to put in a multiple arch or a constant angle type of dam at Mission Gorge No. 3. You will get the largest net safe yield off of the entire river at the lowest cost by building Mission No. 3 and keep your pumping reserves for underground water supply.

I do not think you realize the value of the El Monte pumping plant and its possibilities. I built that in 1918. We have pumped 6 1/2 million gallons of water a day for months at a time during the critical time, and that underground reservoir of water is invaluable in times of great emergency and should be kept in reserve.

Personally I would recommend the city buying every acre of ground from El Monte Park down to Lakeside. I secured the water rights from the Thum property adjoining Lakeside, which has such an abundance of water, and as a donation it was deeded one-half to

the Lakeside Irrigation District and one-half to the La Mesa Irrigation District, so the City of San Diego sits pretty there on its pumping rights.

San Vicente should be built last, and should be built in connection with Sutherland. In order that you may thoroughly understand it, the city was foolish enough to go ahead and build Sutherland without getting the riparian rights below to Lake Hodges. There is a \$600,000 fund still intact to acquire all of the riparian rights and lands in San Pasqual. This will do the job and quietly it is being worked around to keep that money intact, finance El Capitan by other methods, and the city attorney has already given an opinion that the \$600,000 can be used for the acquiring of the riparian rights and lands in the San Pasqual Valley, that, when acquired, will give the city the right to go ahead and complete Sutherland at some future date.

A four mile canal costing not to exceed \$150,000 to \$200,000 will carry the water from Sutherland right around to the headwaters of San Vicente, and can be stored in San Vicente, all surplus which Sutherland cannot control. It might be well to keep Sutherland down low and store it in the wonderful storage at San Vicente. I recognize that has a splendid storage.

Will you kindly keep these thots in mind in considering your final report, and greatly oblige.

Yours sincerely,

Signed Ed Fletcher

EF:KLM



September 6, 1954.

Mr. P. H. Van Etten,  
Broadway Pier Bldg.,  
San Diego, California.

My dear Mr. Van Etten:

I had a talk with Ed Hyatt yesterday and by inference he gave me to understand that you were much impressed with the possibilities of building San Vicente Dam and a pipe line from El Capitan Dam and also to the city. He did not tell me what your final conclusions were for the development of the river and what steps you were going to take. I am taking the liberty of giving you my personal impressions, which are naturally biased, owing to our ownership of Mission Gorge No. 3, but I assure you I have tried not to be biased, considering only what is for the best interest of the city, and considering its state of finances.

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-2-

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Yours sincerely,

Signed - ED FLETCHER

EF:KLM

March  
Fifteen  
1922

Mr. Wm. Van Loon,  
Ramona, Calif.

My dear Van Loon:

Inclosed find clipping that  
is explanatory.

We simply must fill up that gap in the City of El Cajon, and they are busted. They have voted bonds for \$4,000 and are trying to raise another thousand. We still have about \$2500 to raise. Won't you please put a day into the proposition and raise as much as you can in the Ramona country, making any checks payable to Sherwood Wheaton, and sending them in to me. Get a good donation from Rotanzi, and make them all do something. This is the only way to put it over, and that gap must be completed.

Anything you can do to help along the good cause will be appreciated.

Yours very sincerely,

EF:AH

P. S. We were unable to secure the above mentioned clipping, which was in the "Union" of Saturday, March 11th, regarding the paving of the El Cajon highway within the city limits.



MAIL YOUR ORDERS

ARTHUR VAN WICKLEN  
 NURSERY FLORIST  
 FRUIT TREES, ORANGES, CITRUS, GRAPES, ROSES, ORNAMENTALS  
 PALMS, FERNS, SHRUBS, ANYTHING  
 4045 VAN DYKE AVE.

SAN DIEGO, CALIF.

7-16-9

March 14, 1929.

Mrs. C. E. Van Ness,  
 Solana Beach, Calif.

My dear Mrs. Van Ness:

We are placed in an embarrassing position because of your failure to pay the "New Owner" fee for bringing down the certificate of title on Lots 13 and 14 of Solana Beach. Numerous bills have been sent you by us and the Southern Title & Trust Company and they took the matter up with us again by phone yesterday, as the order for continuing in your name came thru our office.

It was an accommodation to you to have the certificate continued in your name at the time our certificate was written, and we hope you will please remit us the \$5.00 so we may in turn clear the matter with the title company.

Thanking you for attending to this promptly, we are

Yours very truly,

KIM

Mr. E. Fletcher Co.

Dear Sirs.

Just before going down in El Cajon Valley there must be an old barn dance hall close to the Grasmont High School. I would like to have 100 feet or so there if possible to make a trade for El Cajon Blvd Property or a trust deed for 100 feet in Redland \$1000 Paying 7% or Rescia Park lot 8. Let me know. How much are there in that tract.

Yours Truly  
 Arthur Van Wicklen.



July 17th, 1919.

Mr. Arthur Van Wickles  
4045 Van Dyke Avenue  
San Diego, California.

Dear Sir:

Answering yours of July 15th will say that the property mentioned in your letter is owned by Joe Salcer who lives in San Diego.

If you cannot do business with him, I own the property across the street between the highway and the railroad and will be glad to cooperate with you, or I can give you property on the corner just below.

Will be glad to discuss these matters with you.

Yours very truly,

EF:GM

D dictated but not reviewed by Colonel Fletcher.

Fallbrook, Cal  
Sep. 20, 1919.

Dear Col Ed.

Frank Miller of RR interests is very anxious to help us in any way to carry the \$2,000,000 paid road bonds. Can you suggest anything for us to do up at this end of the county? The Fallbrook Commercial Club meets tomorrow eve (Wednesday) to take measures to get out the vote, and a meeting here in Roche's Grove, Saturday Oct. 11<sup>th</sup> of the Chamber of Commerce of Northern San Diego County will be utilized to start a road-open campaign. If you can send me a list of workers in San Diego city and in El Cajon, Otay, intermountain and surrounding country, we shall get in touch and cooperate with them. Our people are wide-awake & enthusiastic.

Sincerely

James T. VanDusen



Commercial Press

745 Broadway  
San Diego, California

May 3, 1929

Mr. Ed Fletcher,  
Ninth Street,  
San Diego, Calif.

My dear Mr. Fletcher:

Having your name now on my "New Accounts" list, I want to take this opportunity to thank you, and trust that our work and service was satisfactory in every way, sufficient to merit a continuation of your patronage.

Very truly yours,

*Bruce Vernon*

H. Irving Vernier

February  
Twenty-fifth  
Nineteen  
Twenty

Mr. F. M. Vernon,  
1025 - Fourth St.,  
San Diego, Calif.

Dear Sir:

Answering your inquiry, will say that at the foot of Grossmont, overlooking El Cajon Valley, just north of the cement bridge, there are about 500 acres, most of it subdivided which can be bought for \$225 per acre, easy terms.

This land is developed by the state highway - a concrete highway - running from San Diego right past one edge of the property, also gas and electricity are available, as well as water. This land should sell readily at \$400 or \$500 an acre, with water. All you have to do is to connect with the Cuyamaca Water Company's system. The Cuyamaca System's pipe line runs along one side of the property.

It is about 12 or 13 miles from San Diego. The San Diego & Arizona Railroad runs thru the property, and a station known as "Grossmont" is on the property.

This land is nearly frostless and is worth investigating.

About a mile from Grossmont there are 1400 acres that can be had for \$75.00 an acre, but is not as yet subdivided. Water, gas and electricity will have to be piped to the property.

Yours very truly,

HF:KIM



VETERANS OF FOREIGN WARS  
OF  
THE UNITED STATES

FOUNDED 1899



PACIFIC COAST DIVISION  
501-2-3 BAKER-DETWILER BLDG.,  
412 WEST 6TH STREET  
LOS ANGELES, CALIFORNIA  
PAUL R. BISH, DIRECTOR

April 8, 1929

EUGENE P. CARVER, JR.  
COMMANDER-IN-CHIEF  
BOSTON, MASS.  
HEZEKIAH N. DUFF  
SENIOR VICE COM.-IN-CHIEF  
LANSING, MICH.  
PAUL C. WOLMAN  
JUNIOR VICE COM.-IN-CHIEF  
BALTIMORE, MD.

A FEW  
HONORARY AND ACTIVE  
MEMBERS PAST AND  
PRESENT

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PRESIDENT OF THE UNITED STATES  
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\*WOODROW WILSON  
\*WARREN HARDING  
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CHIEF OF STAFF, U. S. ARMY  
ADMIRAL ROBERT E. COONTZ  
MAJOR CHARLES S. MOTT  
VICE-PRES. GEN'L MOTORS CORP.  
GEN. GEORGE H. HARRIES  
PAST COMDR.-IN-CHIEF, MILITARY  
ORDER FOREIGN WARS  
GEN. ROBERT LEE BULLARD  
U.S.A. RETIRED  
GEN. HUNTER LIGGETT  
U.S.A. RETIRED  
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ATTY., FORMERLY OF THE DEPT.  
OF JUSTICE  
HERBERT HOOVER  
SECRETARY OF COMMERCE  
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SECRETARY OF LABOR  
FERDINAND FOCH  
MARSHAL OF FRANCE  
MAJ. EDW. HAVEMEYER SNYDER  
COMDG. OLD GUARD OF NEW YORK  
GEN. WILLIAM G. BATES  
FORMERLY COMDG. 51ST PIONEER  
CORP.  
HIRAM BINGHAM  
SENATOR, CONNECTICUT  
WILLIAM P. CONNERY, JR.  
CONGRESSMAN  
ROYAL C. JOHNSON  
CONGRESSMAN

Mr. Ed Fletcher,  
1020 - 9th St.,  
San Diego, Calif.

Dear Sir:

We are pleased to add your name to our list of Patrons and we acknowledge with thanks receipt of your order for AMERICA which we are distributing in connection with our Program for the maintenance and development of our National Home.

The registration page is being prepared and shipment will be made as directed. All payments are handled direct with our Chicago Headquarters in the Transportation Building.

We acknowledge receipt of \$25 for which we thank you and understand the balance will be paid on delivery.

Enclosed are copies of letters received from registered Patrons commenting on our Program. We would appreciate an expression from you after you have had an opportunity to become better acquainted with AMERICA.

Extending to you our sincerest thanks and appreciation for your support, we are

Yours for the Advancement of  
American Ideals,  
VETERANS OF FOREIGN WARS OF THE U.S.  
Americanization Department.

*Paul R. Bish*

Pacific Coast Director.

HEADQUARTERS  
AMERICANIZATION  
DEPARTMENT  
TRANSPORTATION BUILDING  
CHICAGO, ILL.  
W. J. CORBETT  
NATIONAL DIRECTOR

PARTIAL LIST OF REFERENCES:

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SCOUT FOUNDATION OF GREATER  
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VICE TO CLUBS, LIONS INTERNA-  
TIONAL, CHICAGO  
LOLA CLARK PEARSON, GEN'L FED-  
ERATION OF WOMEN'S CLUBS  
JOHN G. PRICE, GRAND LODGE ORDER  
OF ELKS, U.S.A.  
LORA HAINES COOK, PRES.-GEN'L  
NATL. SOCIETY DAUGHTERS OF THE  
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DENNIS CARDINAL DAUGHERTY,  
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W. W. BELL, CASHIER FEDERAL RE-  
SERVE BANK, ATLANTA, GA.  
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RABBI DAVID MARK, ATLANTA, GA.  
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REV. DR. JOHN TIMOTHY STONE,  
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CHURCH, CHICAGO, ILLINOIS  
REV. HOWARD DUFFIELD, PASTOR  
FIRST PRESBYTERIAN CHURCH, NEW  
YORK, N. Y.  
JOHN W. HILL, CHAIRMAN, ORIENTAL  
CONSISTORY, CHICAGO, ILL.  
ALVAN T. FULLER, GOVERNOR OF  
MASSACHUSETTS  
CLIFFORD WALKER, GOVERNOR OF  
GEORGIA  
PITTSBURGH UNIVERSITY  
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WILL C. WOOD  
SUPERINTENDENT OF BANKS



State Banking Department  
OF CALIFORNIA  
111 BUTTER STREET  
SAN FRANCISCO, CALIF

Veterans of Foreign Wars of the U. S.  
Americanization Department,  
Transportation Building,  
Chicago, Illinois.

Gentlemen:

Thank you heartily for showing me the twelve volume work "America" which is being published and distributed by the Veterans of Foreign Wars. It is a splendid library of American History compiled from original sources. It can not fail to give the reader a better knowledge and appreciation of American history and ideals. It is an interesting work, and its chapters are just long enough to give a busy man a full glimpse of some significant phase of our country's history during the half hour or so of leisure time at his disposal after dinner.

The work will also serve a fine purpose in the teaching of American history in the public schools.

I congratulate the Veterans of Foreign Wars upon the production of this most worthy work, which is in keeping with the other splendid things done by the Organization.

Very sincerely,

*Will C. Wood*

Superintendent of Banks

*It has been my fortune to see a good deal of both sides  
of many mooted cases. I may say that I agree in full  
with the view above expressed by my former student  
Will C. Wood.  
Stanford University, March 26, 1928.  
David Stone Jordan*

THE Veterans of Foreign Wars of the United States is just what the name implies—an organization of men who like the Crusaders of old, have followed the Stars and Stripes into foreign climes and brought the faith of Washington and Lincoln unto foreign tyrants and despots.—men who have proven their rights to citizenship by the offering of their mortal body and immortal souls in sacrifice that liberty should not perish from the earth. They believe with Roosevelt that there is only one real American and that is the man who is an American and nothing else. The lessons taught them by their service have been severe ones and they have profited by them to such an extent that they have banded together for the purpose of perpetuating the ideal for which they fought and for which their comrades died.

Organized 1899



HARRY HOLDEN  
T. C. COFFIN

LAW OFFICES  
**HOLDEN & COFFIN**  
FIRST NATIONAL BANK BUILDING  
POCATELLO, IDAHO

Veterans of Foreign Wars of the United States,  
Americanization Department,  
San Francisco, California.

Gentlemen:

Sometime ago I purchased the work which your organization is putting on the market, namely: "America", and while I have not had an opportunity to read very extensively in the set, I cannot let this opportunity pass to express my appreciation of the opportunity that I have availed myself of to obtain the set.

I am not writing you this letter in any sense to assist in the sale of the set, but to congratulate your organization on being able to make such a wonderful compilation of documents available for the general public. To me the value lies in the fact that all of the documents included are from authoritative sources and in many instances are original documents concerning America and her history.

In my judgment, there is no historical set available today which approaches this in value to the student of American history. The set will grow more valuable as it grows older, and it ought to be in every library, school and home.

This set has made available to the lay-reader the great majority of documents affecting American history which form the basis of all authoritative statements concerning our national life. Entirely aside, therefore, from the object of your organization in placing this upon the market, the very fact that you have caused it to be placed upon the market, has made everyone interested in American history your debtor.

Yours very truly,

*T. C. Coffin*

TCC:BMA

April Twenty-fourth,  
1929

Veterans of Foreign Wars of U. S.,  
Transportation Bldg.,  
Chicago, Ill.

Gentlemen:

Enclosed find check for \$150.00 to cover the balance due on your invoice No. 70304-374. Kindly acknowledge receipt of same, and oblige,

Yours truly,

HEV:AK



CUYAMACA  
SOLANA BEACH  
FLETCHER HILLS  
PINE HILLS  
GRUDEMONT  
AVOCADO ACRES

**The Fletcher Company**  
1020 NINTH STREET  
SAN DIEGO, CALIFORNIA

November 6th, 1929.

Vivian State Bank  
Vivian, South Dakota.

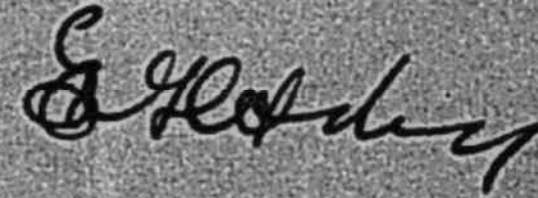
Gentlemen:

At the suggestion of the First National Trust & Savings Bank of San Diego, I am writing asking your opinion of the value of 320 acres of land in Jones County, South Dakota.

The legal description is Section 28, Township 1 North, Range 31, 20 miles northwest of the town of Presho, 7 miles northeast of Vivian.

Would you kindly give me off-hand your idea as to the value of this land and whether it is rentable or salable.

Yours very truly,



EF:GMT

Dear Sir: You do not know what part of the section it is but I take it is the east half, it would not make much difference as the section is all about the same, I am putting an estimate of \$500.00 on the half section, it is more than I would give for it but I would say \$500.00 is a good conservative price, the land is rough and lays in a locality infested with alkali, the land is very undesirable, no sale for such land.

Vivian State Bank.

November First,  
1 9 2 9

Mr. U. L. Voris,  
2545 State,  
San Diego, Calif.

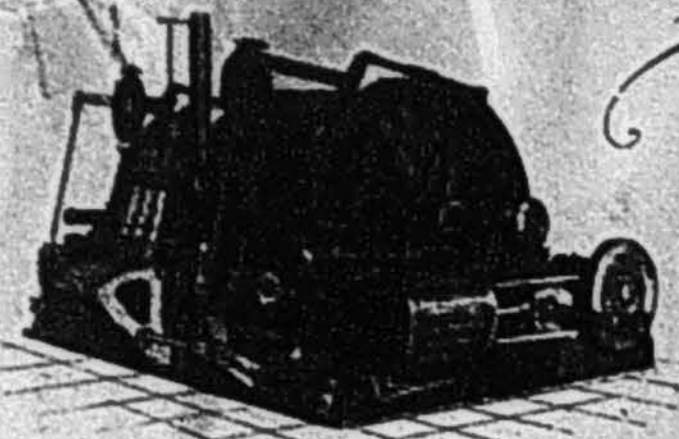
Dear Mr. Voris:

If you want that ditch digger at Encinitas for \$20 let me know by return mail.

Yours truly,

EF:AM





OFFICE & WORKS  
COLFAX AVE. & CHAMPA ST.

# The Vulcan Iron Works Company

Denver, Colo.

April  
Twenty-six,  
Nineteen  
Seventeen.

Mr. W. S. Post, Cons. Engr.,  
Fletcher Building,  
San Diego, California.

Dear Sir:

If you will kindly send us your plans and specifications, on receipt of this, covering the gates, operating machinery, and any other iron and steel work, that you will require in the construction of the two reinforced concrete dams for the San Dieguito Mutual Water Company, we shall be glad to submit you quotation on all such materials f.o.b. any shipping point you may designate.

Many years of experience in this particular line, places us in position to give you excellent service in the way of hydraulic equipment, and we shall be glad to give your inquiries our prompt and careful attention.

Yours for Guaranteed Quality and Service,

THE VULCAN IRON WORKS COMPANY

by *Walter Washburn*  
Manager Sales.

WM/MM/ENC.

# THE NEWS IND

## Castings and Machinery Are Manufactured In Denver for Record-Breaking Storage Dam



Part of the massive 300-ton water valve being built by the Hinman Hydraulic Mfg. company for the United States irrigation project at Elephant Butte dam in Texas. This section of the valve weighs 20,500 pounds and was photographed as it was borne through the streets on one of the powerful six-ton Garford trucks, of which the Western Motor Car company is distributor.

### Garford Auto Truck Carries 20,500-Pound Load Through Denver Streets; Elephant Butte Reservoir to Be World's Largest.

Some of those who saw a big motor truck travelling about the city last week with a huge, bell-shaped iron casting as its load may have recalled the time when it was argued that automobiles powerful enough to pull heavy burdens and strong enough for general purposes would never be perfected. The truck which drove so easily up and down the streets with the great bell-shaped casting was carrying part of one of the intake gates to be used in the construction of the Elephant Butte dam, the largest storage reservoir in the world, now being built by the United States reclamation service in New Mexico. The casting, together with its rack, weighed 20,500 pounds.

**Denver Firm Making Them.**  
The casting and machinery used in the construction of the Elephant Butte dam are being made by the Hinman Hydraulic Manufacturing company.

A standard six-ton Garford truck, with the heaviest chassis ever brought to Denver, was the truck exhibiting the big casting about the city last week. The Garford truck is handled by the Western Motor Car company of Denver.

**Larger Than Roosevelt Dam.**  
Two million, seven hundred and sixty thousand acre-feet, or enough water to cover 2,700,000 acres with water a foot deep, will be the capacity of the Elephant Butte dam. This capacity is over twice that of the famous Roosevelt dam. Vast areas of arid land will become rich farming districts when the reservoir is completed, some two or three years hence. That local concerns will play a large and important part in this great work is a source of much satisfaction and pride to Denver. The trade from this great area of irrigated lands will of itself be an adequate foundation for a good sized city.

SCALE OF EVITAN

VULCAN IRON WORKS CO., SUCCESSORS BY CONSOLIDATION, DENVER, COLORADO.



**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 32 Folder: 1**

**General Correspondence - V - Miscellaneous**



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