

The New Willard Hotel,

Washington, D.C.

February 5, 1918.

Captain O. C. Wyman,

c/o General I. W. Littel,

In Charge of Cantonment Construction,

War Department, Washington, D.C.

My dear Captain,

Enclosed please find copy of letter to Major Maurey, which is self-explanatory. As soon as I return to San Diego I will furnish you with additional data.

I hope to see you again before I go West.

With kind personal regards,

Very sincerely yours,

The New Willard Hotel,

Washington, D.C.

February 5, 1918.

Major Dabney H. Maurey,

In Charge of Cantonment Construction

War Department, Washington, D.C.

Dear Major Maurey,

Confirming my verbal statement, enclosed herewith please find statement of our Hydraulic Engineer, F. H. Faude, showing that we have, in addition to the total demands on our system, a net safe yield of nearly 3,000,000 gallons daily, excess water for sale from our gravity supply. This computation is made on figures covering a period of twenty years. No consideration has been given to our pumping plant in the El Monte Ranch for times of emergency. This plant can develop 3,000,000 daily. Our wells are located 25 miles from the ocean above Lakeside, in the San Diego River gravel, and have been our sole source of supply for many months in the years before our storage reservoirs were built.

Enclosed also find copy of Exhibit K, showing cost of water to the City of San Diego, as per statement of City Manager F. M. Lockwood to the City Council of San Diego. In addition to the cost shown in this exhibit, the city is compelled to pump all water twice, and part of it three times in order to supply the cantonment, the cost of pumping alone being between five and six cents per thousand gallons, according to the statement of the City Manager, so if the City takes into consideration the actual cost, it is selling water at ten cents per thousand gallons which costs it nearly 25¢ and at the same time drawing on its reservoir supply. It goes without saying that there is an

element of risk in depending upon a supply obtained by pumping water several times, as against a supply delivered by gravity, like ours will be.

I have, since I saw you, made a definite offer to the City of San Diego to sell them water, delivered at the city limits, at six cents per thousand gallons, any amount they want, and they have refused it, although with the light rainfall this year there is only about two years supply of water in the Morena Reservoir, and if this runs low the city will have to resort to pumping. In regard to this pumped water, the testimony of the City Attorney before the Public Lands Committee of the House last Tuesday was to the effect that "IT IS NOT SATISFACTORY AS TO QUALITY, AND ONLY TO BE USED IN CASE OF AN EMERGENCY".

If Camp Kearney water is supplied by us it will be an encouragement to us to sell water to the suburban lands around the Camp as an adjunct to the Camp supply, and it will also be an advantage to the City of San Diego, as we do not propose to build this pipeline unless we get a contract from the Government.

I can produce records of the City Manager to show that the loss of water in transit from Moreno Dam to the city is nearly fifty per cent.

I understand from Mr. Lippincott that City Attorney Cosgrove says we have only sufficient water for the needs of our present consumers, and no surplus water to sell. This is not a fact. The State Railroad Commission of California declared us 100% efficient in 1916, and authorized us to sell additional water. The State Railroad Commission has complete jurisdiction over all our acts, even the price at which we shall sell water.

Since the above mention decision was rendered, we have built Murray Dam and increased our impounding capacity 1,750,000,000 gallons annually.

I trust that you will give these points your careful consideration, and I will consider it a favor if you will be good enough to write to me at 908 Eighth Street, San Diego, Cal., giving me, if possible, an outline of your ideas on the subject.

Respectfully submitted,

WASHINGTON, D.C.,

October 8, 1918.

The War Finance Corporation,
Washington, D.C.

Gentlemen,

The Cuyamaca Water System, of San Diego county, California, is owned by J. A. Murray, William G. Henshaw, and Ed Fletcher, standing of record in their names.

The Cuyamaca Water System consists of the following reservoirs: Cuyamaca Lake, Diverting Dam, Grossmont Reservoir, Eucalyptus Reservoir, Murray Reservoir, 32 miles of flume, capacity 20,000,000 gallons daily, and approximately 150 miles of distributing mains and laterals.

It has been in existence over 30 years, and is now furnishing water to the cities of El Cajon, La Mesa and East San Diego, and the towns of Lemon Grove, Spring Valley, and Kensington Park, and approximately 3,700 acres of irrigated land, mostly in oranges and lemons.

Our water forms the only possible and practicable supply obtainable for the above named towns.

San Diego city has reached the point where it has not sufficient water for its own population of 100,000, and the demand has been increased by the establishment of the following:

30,000 (maximum) at Camp Kearney,

6,000 to 8,000 at the Naval Training Station,

3,000 to 4,000 at Port Roscrans,

1,500 to 2,500 at Rockwell Aviation Field, and

One of the largest concrete shipbuilding plants in the United States, expected to employ 6,000 to 8,000 men.

Unfortunately fifty per cent of the storage capacity of the San Diego Water System was destroyed when the Lower Otay Dam went out in the floods of 1916. The rebuilding of this dam will not be finished for probably eighteen months.

When the Lower Otay Dam is rebuilt, however, the San Diego city water supply will be only sufficient for a population not exceeding 75,000.

The State Railroad Commission of California has determined that the net safe yield of the city's system, with the Lower Otay Dam rebuilt will be 7,000,000 gallons daily, while the consumption of water last year averaged 11 to 12 million gallons daily, and this year the demand has increased ten to fifteen per cent.

Attached hereto is a map showing the water systems of San Diego county, constructed and proposed. That in yellow being the city of San Diego's system; in brown, our system; in red, the Volcan system as proposed at some future time; in green the San Dieguito, practically completed, and in all probability sold to a district; in purple, the Sweetwater system, completed.

We, the owners of the Cuyamaca Water system, have just completed the construction of Murray Dam, which increases our net safe yield by nearly two billion gallons annually. Attached hereto are pictures of Murray Dam, our Diverting Dam at the head of our flume, and Cuyamaca Lake. We are now furnishing ^{by gravity} 3 million gallons (approximately) daily to the city at 7¢ per thousand gallons.

The cost of all water developed from the city of San Diego's water system and delivered within the city limits is 20¢ per thousand gallons at University Heights Reservoir. The present water supply at Camp Kearney is taken from University Heights Reservoir, at an elevation of 375 feet above sea level, and pumped to an elevation of 435 feet above sea level at the city pumping plant (see map); it then flows by gravity to Linda Vista Mesa (see map, marked "Sump Pumping Plant") elevation 407 feet above sea level. It is then pumped again to Camp Kearney Reservoir, 498 feet above sea level. The total cost of pumping the water from the University Heights Reservoir to Camp Kearney, including operation, maintenance, and depreciation charges exceeds 11¢ per thousand gallons, which, added to the 20¢ (the original cost of the water delivered to the University Heights Reservoir) makes a total cost of 31¢ per thousand gallons. This water is being sold to the United States Government by the city of San Diego for 10¢ per thousand gallons, or approximately 8¢ per hundred cubic feet.

San Diego has spent over half a million dollars in building pipelines, roads etc. for the benefit of Camp Kearney. The city is very heavily bonded, and is not in

a financial position today to make any extensive water developments.

The City Council of San Diego, by resolution, and also the commercial bodies of the city, have asked that we, the Cuyamaca System, build a pipe line from Murray Dam to Camp Kearney, and deliver water to the city of San Diego at that point, the city continuing its contract to supply Camp Kearney through this proposed supply of ours. We expect to have the assistance of the War Department in the building of this pipeline, but the growing demand for water for all purposes, and particularly the increased needs of the Government, demand that as much water as possible be impounded by the construction of new dams, and we propose to build the Fletcher Lake Dam, as designated on our map, and located at the head of our flume line on the San Diego River.

Attached hereto are plans approved by the State Railroad Commission of California, showing the dam we propose to build.

We desire to borrow from the War Finance Corporation a sum of money not exceeding \$500,000, with which to build said dam, and as security we would give a first mortgage on the entire property known as the Cuyamaca Water System, as heretofore described.

The original cost of this system is in excess of two millions of dollars.

The State Railroad Commission of California, having jurisdiction over all public utilities, in Application

No. 1231, Decision No. 4058, determined that the value of said system, for rate^{fixing} purposes, was \$708,000, said decision being rendered June 25, 1917. Since that date we have built Murray Dam and made other improvements which will easily bring the value of our property today, in our opinion, in excess of \$1,000,000 for the physical structures alone, while to that valuation should be added a sum of several hundred thousand dollars for perfected water rights.

The foregoing decision also shows that we are entitled to an annual revenue of \$134,693.08. The fact is, however, that the system has been hardly paying operating expenses at the rates established by the State Railroad Commission, though we are satisfied that we will get a material increase in rates on application to the Commission in the near future.

We may mention here that during the past few months we have been selling^{excess} water to the city of San Diego, and this has materially increased our revenue.

There is no question but that the city of San Diego needs every drop of excess water the Cuyamaca system can develop, and the conditions warrant the immediate construction of the Fletcher Lake Dam.

We believe that the above statement of facts makes clear the necessity, from the standpoint of national interests, of at once proceeding with the proposed development of increased water supply, and we therefore petition prompt and favorable action of your honorable body, as it is our desire, if we are to receive your support, and intention,

to have this dam built and completed by January 1, 1920, in order to conserve the rainfall of that year.

In conclusion: We desire to borrow the above named sum of five hundred thousand dollars under Section 9 of the Act of 1918;

The applicants are, J. A. Murray, William G. Henshaw, and Ed Fletcher;

Address, 920 Eighth Street, San Diego, California;

We have made no formal application to borrow this money from any bank;

The amount necessary is not to exceed \$500,000 for a period of five years;

The security offered is the property above stated, and will include the new construction;

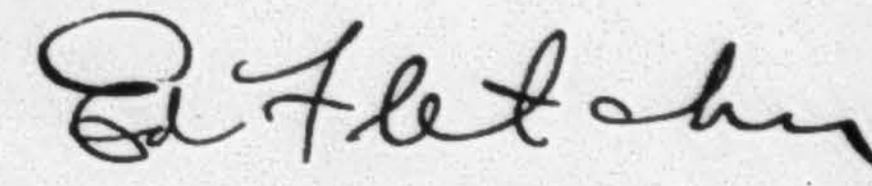
The property will be furnished free from any incumbrances;

This contemplated improvement is necessary for the water supply of the various war activities above mentioned.

Respectfully submitted,

THE CUYAMACA WATER SYSTEM,

by



Manager.

The New Willard Hotel,

Washington, D.C.

February 4, 1918.

William M. Williams Esq.,

Solicitor,

Department of Agriculture,

Washington, D.C.

Dear Sir,

Referring to my conversation with you on February 2 in relation to the California Project No. 9 for Federal aid, I wish to say that my connection with the project is as follows:

I am President of the San Diego-Arizona Highway Association; Chairman of the San Diego-El Centro Highway Committee of the Cabrillo Club, the largest organization (commercial) in the City of San Diego. In addition am Chairman of the Business Men's Committee, which raised \$60,000 by private subscription by the citizens of San Diego City, and Mr. Fred Jackson and myself spent this money in Imperial County in building a highway from Mountain Springs to the desert. The distance from San Diego to El Centro by the county highway is approximately 122 miles. This route has been accepted by the State of California as a State Highway. This road at the present time is the only possible safe route from the Imperial Valley to the ocean; there is an average of over 100 machines a day passing over it. This road has only lately been built and completed in 1914. It connects up the great Imperial Valley, with 350,000 acres now being irrigated, with San Diego. \$36,000,000 worth of agricultural produce alone was shipped out the Imperial Valley last year.

The particular piece of road that we are asking Federal aid for is the connecting link which will make complete a continuous paved highway, fifteen feet wide, from San Diego to El Centro, a large portion of the road being already built.

I have lived in San Diego County thirty years and am acquainted with the people who live along the route, and wish to say in connection with that particular portion for which we are asking Federal aid, that it traverses a section capable of big agricultural development. Six or eight years ago only one or two families lived along the road, particularly between Jacumbra and San Diego County line. Since a dirt road was built it has rapidly developed. Many families have settled along this road and adjacent thereto and are improving their property. The district is devoted largely to farming and cattle raising; the soil is good; the elevation is between two and three thousand feet above sea-level, and the district has a sufficient rainfall. The building of this proposed paved highway will greatly encourage further development. Several auto trucks and many stage lines daily pass over this road. At the present time the mail between El Centro and San Diego travels on a Santa Fe train 134 miles to Los Angeles, thence by Southern Pacific 264 miles further to El Centro or a total distance of 398 miles which takes between one and two days for the delivery of mail. As soon as this paved highway is built the San Diego and El Centro mails for the Imperial Valley will all be carried by auto stage, the stages at the present time making the trip in five hours, and with paved roads they will make it in four. All the butter, early vegetables and canteloupes will be hauled by auto-truck from the Imperial Valley to San Diego as soon as the paved highway is completed.

I wish to state that Mr. W. R. Wheeler, formerly Assistant Secretary of Commerce and Labor during the Roosevelt administration and myself personally secured the signature of all the postmasters between El Centro and San Diego to the petition now in your hands. Attached hereto is a drawing showing the relative locations of San Diego and El Centro, the present method of transportation of the mail and also the location of the State highway between El Centro and San Diego. The State highway when completed will be almost an airline between El Centro and San Diego, paralleling the Mexican border.

I am authorized to say by General O'Neil, commanding the 21st Infantry, Colonel Chamberlain in Charge of the Secret Service, also Major General Strong commanding Camp Kearney, that this paved highway is a military necessity. The United States Government keeps a large force of troops on the Mexican border at Calexico, Imperial Valley, and there is no greater hotbed of German intrigue in California than at and across the Mexican border at this point. It is imperative that this road be put in first class condition at the earliest possible moment.

In the winter time the present road is almost unfit for travel, that is, during the rainy season; this condition will be entirely removed by the paving of the road.

The State highway now being built by the State of California is a star route from San Diego East to Jacumbra, also a star route from El Centro West to Mountain Springs (I believe) near the county line. There is a gap of approximately four or five miles which at the present time is not a star route, however, the moment this paved highway is built, unquestionably the entire road will

In conclusion I wish to give you a resumé of the struggle we have all made to complete this highway:

When the possibilities of the Imperial Valley became known, San Diego bonded itself to the limit, and Austin B. Fletcher, then our County Engineer, laid out a good grade, and we spent approximately \$700,000 to \$800,000 in grading a first-class dirt road to the Imperial Valley line. San Diego raised an additional \$50,000 and built the road to the desert in Imperial County; the the State of California has built a paved highway from Elcentro across the valley to a point at or near Mountain Springs; the State Highway Commission has also built a paved highway from San Diego East to Flynn Springs, and have let four or five contracts to build from Flynn Springs to the top of the Tecarte divide, which is the westerly end of the road for which we have asked Federal aid. Unfortunately, the State of California has more State highways than it has voted money to build, with the result that no money is available to build this piece of road for which we ask Federal aid, San Diego County having gone the limit as a county and done its share, the fact remains that if Federal aid cannot be secured there is no prospect of getting this road paved and put in first class condition unless the State of California should, at some future time, call another bond issue for State highways.

It seems fitting that the United States Government should step in and complete the missing link which means not alone a State highway, but a military highway, absolutely necessary for the proper defence of our Mexican border.

Mention should also be made of the fact that it is only sixty-

eight miles from El Centro to Yuma, Arizona; that there is a concerted effort being made through Arizona and New Mexico for the completion of a transcontinental highway which is the shortest route, over the lowest passes from ocean to ocean, and the only route free from snow all the year round.

Trusting you will give this petition your early and favorable consideration,

I have the honor to remain,

Respectfully,

Ed Fletcher Papers

1870-1955

MSS.81

Box: 58 Folder: 18

**Business Records - Water Companies - Cuyamaca
Water Company - Case Resulting From Hamilton Filing
on Mission Gorge, through El Capitan Reservation
- Correspondence with other Government Agencies**



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