

WESTERN UNION

Form 2499

RECEIVERS NO.

TIME FIELD

CHECK

DAY LETTER

THEO. N. VAIL, PRESIDENT

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

Mr. H. D. Darlington
Chairman Highway Commission,
Union Oil Bldg.,
Los Angeles, Calif.

July 30, 1914

State Highway Comm

We agree to get the necessary strip of land on the north dedicated for road purposes so as to allow you to make the change as discussed with Post. Have made satisfactory settlement with gas company and will lower pipe line as requested at crossing. Our understanding is that in promising the above the fall of the line will not be disturbed and you will move your line at station thirty-one ten feet to the North.

CUYAMACA WATER COMPANY

By Ed. Fletcher
Manager

(Chg Cuy Water Co)

The New Willard Hotel,

Washington, D.C.

February 4, 1918.

Friend Darlington,

Enclosed find copies of letters to Solicitor Williams and to Austin Fletcher,

We certainly have had a parrot and monkey time here, but I don't quit until we have got things settled.

With kind regards, and hoping to see you about the middle of next week,

Yours very truly,

COMMISSIONERS
 H. D. DARLINGTON, CHAIRMAN
 CHARLES A. WHITMORE
 GEORGE C. MANSFIELD

STATE OF CALIFORNIA
 DEPARTMENT OF ENGINEERING

CALIFORNIA HIGHWAY COMMISSION
 UNION LEAGUE BUILDING, LOS ANGELES

HIGHWAY ENGINEER
 AUSTIN B. FLETCHER
 SECRETARY
 WILSON H. ELLIS

September 22, 1919.

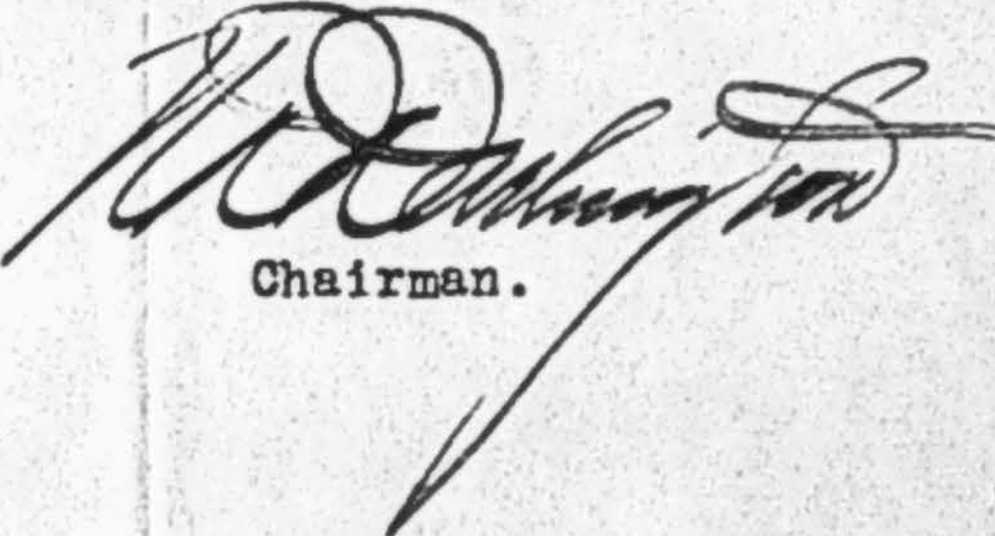
Col. Ed Fletcher,
 Fletcher Building,
 San Diego, California.

Dear Colonel:

Have just read with interest the newspaper clippings concerning your County Highway Commission report. If you can carry the program through, San Diego will be splendidly equipped in the matter of highways.

Let me know if there is anything we can do.

Sincerely yours,


 Chairman.

NDD:EEW

September 20th, 1919.

Mr. H. D. Darlington,
 California Highway Commission,
 Union League Building,
 Los Angeles, Calif.

My dear Mr. Darlington:-

Enclosed find clipping, which may be of interest,

Yours very sincerely,

RF/LGW

Also sent to A.B. Fletcher,
 S.W. Fletcher
 Dr. S. W. Fletcher
 Thum Bros. and E. G. Batchelder AAA

HIGHWAY COMMISSION
SAN DIEGO COUNTY

SAN DIEGO, CALIF., October 27, 1920.

Mr. N. D. Darlington,
State Highway Commission,
Union League Building,
Los Angeles, Calif.

Dear Sir:

Col. Ed Fletcher informs me that the inequality of rock and sand freight rates between southern and northern California has not come to the attention of the State Highway Commission, and at his request, I shall give you a little information on this subject, trusting that it may result in enlisting the powerful influence of the California Highway Commission with the southern California counties in negotiations with the railroad companies which may lead to reductions of rates in the south.

Prior to 1918, the minimum rate in effect on rock and sand shipments in northern California (except to the California Highway Commission) was 25¢ per ton, maximum haul, 33 miles. The rate increased 5¢ for each 5 or 10 miles in the length of haul, working up, usually, to a rate of about 60¢ per ton at 100 mile haul.

At that time, the minimum rate in the southern counties was 35¢ per ton, maximum haul 30 miles. The justification offered by the railroad for this difference in rates was on the theory of water competition in the San Joaquin and Sacramento valleys.

In July, 1918, the government increased sand and rock rates 1¢ per 100¢, which made a minimum rate of 45¢ per ton on shipments in northern territory, and the rate became 60¢ per ton on shipments in southern territory.

The 25% increase of August 26, 1920, owing to the disposition of the fractions, puts the minimum northern rate at 60¢ per ton, and the minimum southern rate at 80¢ per ton. The distance for the minimum rate in the north is about 50 miles, whereas in the south the distance for the minimum rate is 30 miles. The difference in the existing rates is shown by the following instance: Rock from Fair Oaks to Modesto, distance 90 miles, rate \$1.00. Rock from Corona to Oceanside, distance 78 miles, rate \$1.30. An examination of the rates throughout northern and southern territory will show in all instances that the northern rates are about 25% less than the southern rates for the same length of haul.

Mr. N. D. Darlington--2

The eight southern counties, including Santa Barbara County, have separately taken up with the railroad companies the matter of adjustments downward on the rock and sand rates, specific mention of the probable necessity of which was made by the rulings of the Interstate Commerce Commission, and the California Railroad Commission in granting authority for the recent increase. Representatives of these counties held a meeting in Los Angeles at the office of Mr. Strait, traffic manager for Los Angeles County, attached to the Auditor's department, on October 16. At that time we met representatives of the railroads, including Mr. Hallmark, of the Southern Pacific, Mr. Adams, of the Santa Fe, and Mr. O'Day, of the Pacific Electric, and requested the railroads to give an answer by November 1 to the united request of the counties that the rates be placed on the same basis in the south as they are in the north, or that they be returned to the rates existing prior to August 26. The counties have agreed that if consideration is not shown their request by November 1, they will unite in an application to the State Railroad Commission for a hearing in the matter.

This is a matter which vitally affects the California Highway Commission, and I believe we should not consider the matter settled until cement rates are also included in the reduction. In shipment of rock, sand and cement to San Diego county and Imperial valley points the State Highway Commission will pay thousands of dollars in excess of rates which are charged on similar hauls in the north. Would suggest that you take the time to call on Mr. Strait, who has charge of the matter for Los Angeles County, and who is thoroughly acquainted with the subject, also the history of rates in both north and south. I am sure he will be glad to bring to your attention the salient points. The southern counties would welcome the assistance of the California Highway Commission in the preparation of a case, if it becomes necessary to go before the Railroad Commission.

Yours truly,

SAN DIEGO COUNTY HIGHWAY COMMISSION

By R. M. Norton

July 7, 1922

Mr. H. D. Darlington,
California Highway Commission,
Pacific Finance Building,
Los Angeles, California.

My dear Mr. Darlington:

Enclosed find copy of letter from Governor Lugo that is explanatory. Also find copy of letter in reply.

My attorney informs me that the State of California can enter into no agreement whatever with Lower California; that any treaty that might be made must be made between Mexico and the United States. The United States does not recognize Mexico and therefore is not in a position to enter into any treaty even if we desired so to do.

That under no condition would Mexico cede us a piece of land on which we could build a highway; that it would at all times be under Mexican jurisdiction, and it is practically a waste of time to consider this proposition now.

That plank road is serving its purpose wonderfully well and will last longer than any concrete road you might put thru the sand hills. My suggestion is to duplicate the width of the present plank road, and let it go at that for the next ten or twenty years until conditions materially change. However, just as soon as I hear from Governor Lugo, you will hear from me in the matter.

Why not write him direct if you so desire. I would be pleased to have you do so.

Yours sincerely,

EF:KLM

July 8, 1922

Mr. H. D. Darlington,
Pacific Finance Building,
Los Angeles, Calif.

My dear Mr. Darlington:

I am in receipt of a letter from Governor Lugo which has been translated as per the enclosed copy.

I am sorry to say it looks to me like an endless proposition to try and put thru this matter with Mexico, and I hope you can see your way clear to go ahead and widen out the plank road and let it go at that for a while, until things develop.

It is very important that we rush thru the completion of the highway to Yuma without three or four years delay, particularly as Mexico and the United States are not making any treaties of any kind at the present time, and will not until the U. S. recognizes Mexico.

Yours truly,

EF:KLM

220-2

CALIFORNIA HIGHWAY COMMISSION

Los Angeles, Calif.

November 8, 1922.

Colonel Ed Fletcher,
920 Eighth Street,
San Diego, Calif.

My dear Colonel:

I have read with interest the copy of McStay's letter which you enclosed.

The Commission has not, of course, made any statement to the effect that the Plank road is impractical, nor have we reached any such conclusion.

If without seriously affecting its length, a road can be built partly thru Mexican territory to Yuma, and thus avoid the sandhills, it would, of course, be a desirable thing to do. If, however, in the future it develops that this cannot be done, the Commission is strongly in favor of the route thru the sandhills.

It is my understanding that the Auto Club has always favored the route along the East side of the Southern Pacific from Yuma to Nilands, or to the Mammoth Wash, and McStay's letter, of course, is in line with that plan.

However, it is our intention to place the balance of the stretch between the High Line Canal and the well near the sandhills under contract as promptly as possible, and this should settle for all time any question as to the route.

There are some matters I wish to talk over with you and would be glad to have you get in touch with me whenever you happen to be in Los Angeles.

Sincerely yours,

(signed) N. D. DARLINGTON
Chairman

NDD:VL

Ed Fletcher Papers

1870-1955

MSS.81

Box: 6 Folder: 13

General Correspondence - Darlington, N.D.



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