

BRINKLEY;
CHANDLER

BRINKLEY: DR. J.R.: FLETCHER'S EFFORTS TO OBTAIN CALIFORNIA MEDICAL LICENSE FOR BRINKLEY

From the papers of Ed Fletcher, the following letters were removed to the alphabetized correspondence files

CHANDLER, Harry

Fletcher to Chandler, [12 letters] 2/13/22, 2/23/22, 3/1/22, 4/10/22, 4/15/22, 5/2/22, 5/8/22, 7/3/22, 7/28/22, 7/31/22, 9/12/22, 10/18/22

Chandler to Fletcher, [4 letters] 2/13/22, 2/21/22, 2/28/22, 5/11/22

ENCELL, Harry A.

Encell to Phillips, 2/24/22

Encell to Fletcher, [4 letters] 6/20/22, 6/30/22, 7/17/22, 8/14/22

Fletcher to Encell, [11 letters] 6/28/22, N.D., 7/13/22, 7/17/22, 7/17/22, 7/23/22, 7/29/22, 8/3/22, 8/9/22, 8/9/22, 8/18/22

PINKHAM, C.B.

Pinkham to Fletcher, [4 letters] 7/29/22, 8/15/22, 8/17/22, 11/3/22

Fletcher to Pinkham, [4 letters] 8/14/22, 8/17/22, 8/19/22, 10/28/22

Yates to Pinkham, 8/29/22

PHILLIPS, P.T.

Fletcher to Phillips, [13 letters] 4/15/22, 4/15/22, 5/2/22, 5/9/22, 5/22/22, 6/27/22, 7/7/22, 7/14/22, 7/17/22, 8/9/22, 8/15/22, 10/11/22, 10/16/22,

Phillips to Fletcher, [7 letters] 4/29/22, 5/1/22, 6/20/22, 8/12/22, 10/17/22, 10/17/22, 11/3/22

STEPHENS, Wm. D. (Governor)

Fletcher to Stephens, [3 letters] 7/26/22, 7/28/22, 8/9/22

Albright to Fletcher, 8/4/22

Fletcher to Albright, 8/4/22

Mahoney to Albright, 8/17/22

YATES, JOHN C.

Fletcher to Yates, [2 letters] 8/30/22, 8/31/22

Yates to Strahlman, 6/27/22

Yates to Pinkham, 8/29/22

November
Sixth
Nineteen
Twenty

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Confirming your verbal request, I submit a tentative report re: your water supply south of Beverly Hills, after an investigation of two hours last week.

The water supply is extremely valuable if used for domestic purposes and can easily be capitalized at \$2500.00 an inch. I can cite numerous instances of the decisions of the court and State Railroad Commission confirming same; one illustration, the Glendale case where Eshleman gave \$2500 an inch for rate fixing purposes.

The most money to be made out of it is possibly thru the purchase of lands and the application of the water to those lands.

In lieu of that I would recommend, before any action is taken, that you submit a proposition to a lot of land owners around there to furnish them with water at rates established by the Railroad Commission, for an equity in their property. You ought to get from 25 to 50% of the property for delivery of water on to the property and furnishing water for domestic purposes.

Another way, which the Cuyamaca System is doing, is that every land owner shall install a distribution system and pipe line satisfactory to the Cuyamaca Company and we either sell water to them at wholesale, or they turn over the distribution system to us without charge, and we capitalize it and take over the responsibility of forever furnishing water at rates established by the Railroad Commission.

I would forget Mr. Woodruff's suggestion of attempting to take over Beverly Hills distribution system, for the reason that they are selling water there at 10 cents a hundred cubic feet, or roughly 13½ cents a thousand gallons. The Beverly Hills people are accustomed to a low rate. It means a big fight to increase it to what it should be, ie:

25 cents a hundred cubic feet, which we are getting here. There is a large amount of money involved in the purchase of the distribution system. You will have a fight on your hands with the consumers right from the start, and in any event, Mr. Burton Green assured me, and also Mr. Kerckhoff, that they were immediately going into the city of Los Angeles and had been promised water. Mr. Green also said this is the reason he would not sell any of the Rodeo Land Company property at any price, as he wants the privilege and pleasure of sub-dividing his own lands. Green is hard game and I would have nothing to do with him if I were you.

The other day I personally visited Palms, Culver City and Venice, with Messrs. Woodruff and Shoults, and if the facts are as stated by Mr. Woodruff that the quality of their water is poor and quantity short, I would recommend the acquisition of these three systems, at least, if they can be purchased outright at the proper valuation, for I understand that the owners are getting 25 cents a hundred cubic feet for water, and undoubtedly all three of those sections will soon develop rapidly. San Francisco consumers are paying 28 cents a hundred cubic feet for water; Oakland, Alameda and Berkeley 30 and 32 cents for domestic purposes.

I would acquire an option on a small payment, if possible, on the three systems above mentioned for at least six months; if possible without anyone's knowledge, and in the meantime go to work and find out the owners of the different properties thru which the main pipe line would pass to furnish these communities with water and make the best deal possible, either to furnish water, each property owner to put in his own distribution system and turn it over to you free of cost, or by the payment of a bonus either in cash or land, without letting them know that you control under option the water systems above mentioned. Then hook up the three mentioned systems together with the territory along the route and put them all under one ownership and corporation. You have the basis of a good bonding margin and can probably bond for the total cost of the system on 30 or 40 years' time, and you will have a first-class interest paying investment with the natural growth of the community.

The first thing to do is to get the ownerships of the large tracts and get them to make you an offer as an inducement for you to make this water development, and of course, seeing that a pipe line is built large enough to take care of, for at least 15 years, the anticipated growth of the communities above mentioned. It may be

possible that you can dispose of all your water on a satisfactory basis with the large acreage land owners without taking over any of the municipal water systems above mentioned, and for that reason you ought to have an option for a long enough period.

In determining the value of these respective systems, I should know the number of feet, size and kind of pipe and when it was laid. I can double check any report that may come from the owners thru other official channels. There is no question but what there is an abundant supply of water, but just how much I cannot say. There must be records of the old water company showing the maximum amount that has been pumped. These records I want at once.

In order not to fool yourself, you should make investigations sufficient to come pretty close to knowing how much water can be developed there at an economical cost. This I can do if you want me to.

Another thing, those tract owners adjacent to you should be notified in writing that you will hold them responsible for any damage by contamination from their sewers thru seepage - the above in order to protect the quality of your water supply. Then again, you want to protect your own supply.

The best man in the state for this purpose and whose advice I would heed is R. F. Gouly, Southern Division Engineer of the State Board of Health. He is a personal friend, and I would be glad to get him to give me a report on the best method of protecting your water supply, and he will analyze this water for me, and probably without any expense. In fact, I would get him to make a complete report on the source of supply, the best method of protecting it and what is necessary to make it safe for human consumption.

I will lend the use of our superintendent on the Cuyamaca System, the most hard headed chap that I know of in the matter of method of development, type of pipe to be installed, etc. All you have to pay is his expenses. He has been with me for thirteen years and I will take his judgment rather than my own in matters of this character. Just one illustration, 11 years ago we put in two miles of standard screw pipe in a certain kind of adobe soil and had to replace it in five years. In another place we installed five miles of pipe which we had purchased from the Baker Iron Works and it went bad on us in two years and was a complete failure in four. These experiences you can profit by.

Page -4-

Water development and service has been my life work, and I will be very glad to go into this matter in detail if you desire it, for I am interested in reclaiming what I consider is a valuable property and which is now going to waste.

I repeat again that this water is worth \$2500 an inch independent of any cost of physical structures, where it is put to beneficial use for domestic service.

Yours very truly,
ED FLETCHER

EF:KLM

February 13, 1922.

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Confirming our telephone conversation, I telephoned to Sacramento today, but found the Governor was out of town, but I got his secretary and he agreed to telephone to the president of the association in the matter of a permit to Dr. J. R. Brinkley. I hope everything comes through o.k..

With kind personal regards,

Very sincerely yours,

EF:AH

February
Thirteenth
1922

Mr. Harry Chandler,
Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Enclosed find copy of letter to Valentine,
which is explanatory.

I have been thinking it over, and I feel it would be a mighty nice thing for the "Los Angeles Times" to come out in an editorial along the lines of closer cooperation between Los Angeles and San Diego - that we have aspirations that should be recognized - that the state has voted bonds to build, and the highway commission has designated the route from El Centro to Yuma - that the last legislature went so far as to make a special appropriation for that work, and no matter what Los Angeles may feel as to the desirability of that route, it has gone too far to back out, as there is a 10-mile contract now being built, and that Imperial County and San Diego should have their desire - a direct outlet to the East; that Los Angeles should get behind it, as it helps all of Southern California; that Arizona has designated as a primary road the route Phoenix to Yuma; that the funds are available and contracts are soon to be let to build the road from Yuma to the Maricopa County line; that between 30 and 40 miles of the highway between Phoenix and the Yuma County line, in Maricopa county, is a concrete highway built by Maricopa county and that the route from Phoenix to Los Angeles, via Yuma, El Centro and Mecca is not an hour's longer drive, 30 or 40 miles as compared to the Mecca-Elythe route; that it serves all of Southern California and anyone can take his choice at El Centro and go direct to Los Angeles or via San Diego, with El Centro the junction point.

Let's put this over first before talking of a parallel route to save an hour, or two hours' time.

Referring to the Mecca-Elythe road, fully 100 miles of the Mecca-Elythe road is in Yuma county, with no possibility of getting state, county or federal aid at the present time, etc. 250 miles from Mecca to Phoenix is

THE TIMES-MIRROR COMPANY
Publishers of
LOS ANGELES TIMES
Los Angeles, Cal.

February 13, 1922.

Col. Ed Fletcher,
San Diego,
California.

My dear Col. Fletcher:-

Confirming our telephone conversation today.

Can you wire the Governor, requesting him to ask the Medical Board here to grant either a temporary or permanent permit for Dr. John R. Brinkley to practice in this state?

Dr. Brinkley is the man who performs the operations I told you about, and wants to come here to operate on Mr. Andrews, who is unable to go to him. He has made some wonderful cures, but the Board will naturally be antagonistic to him, unless some outside influence is applied. The Doctor is a 32° Mason, member of the American Medical Association and is practicing in Kansas, but our Board will naturally be opposed to allowing a man of this kind to come unless they know the situation better than they are likely to do. I do not want to ask the Medical Board to act, because they are not friendly to me, on account of the fact that we have printed a department in The Times for many years, which they consider unethical.

There are at least three or four people here in Los Angeles that I happen to know, whose lives almost depend upon getting this operation and they are not physically fit to make the trip to his hospital in Kansas.

Yours very truly,

HARRY CHANDLER ✓

Original to Gov.

Page Two

an absolute desert, while the route via Yuma taps the great Imperial Valley and Gila.

Say a few words about the Auto Club of Southern California, and that they should go ahead and signpost from San Diego to El Paso, both via the Ajo and Phoenix routes.

I would love to have it announced in the San Diego papers that Mr. Harry Chandler in Mexico City secured an arrangement with President Obregon whereby our state highway can run into Lower California via Andrade, instead of thru the sandhills, and the distance is only 4 or 5 miles longer. You can rest assured of my hearty cooperation in this matter. If you feel like letting part of this story come out in San Diego first, so much the better. If you want to put it all in one story and print it first in the Times, either way will suit me.

I enjoyed more than I can say your visit, and that of General Sherman, with me yesterday. You were so enthusiastic over all you saw - it was an inspiration.

With kindest regards, I am

Sincerely yours,

EF:KLM

cc - Fm White

Jay Gould

Frank Reichen



OFFICE OF
The Times-Mirror Company

PUBLISHERS OF
Los Angeles Times

FOUNDED BY HARRISON GRAY OTIS, DECEMBER 4, 1881
LOS ANGELES, CAL.

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February 21, 1922.

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

My Dear Col. Fletcher:-

I am immensely pleased with the receipt of your telegram saying that you had arranged for the State Medical Board to give Dr. Brinkley a permit to do a few of his gland transplanting operations here. It offers the only hope our Mr. Andrews has to get relief from his supposedly incurable malady--Paralysis Agitans. The gland transplanting operation has cured several of these presumably incurable cases, and Andrews is entirely unable, in his present physical condition with no hope of improvement, to go to the Doctor's home town in Kansas for the operation. There are a number of other incurables here who are looking forward to the operation, expecting the same relief others have received, who were afflicted with the same malady.

I am glad you are sending me the photos; and please do not forget to send me ~~the~~ picture of your wonderful family, and I will, a little later on, send you one of my smaller group.

Also, a little later on, after we have made more definite plans for our road work, I would like to meet Engineer Morton, whom you have so highly recommended. We have not yet engaged a ~~roadway~~ engineer and a man of his experience and achievements in road building, is just the kind of a person we are looking for.

Thanking you again for getting Dr. Brinkley the permit, I am,

Very sincerely yours,

February
Twenty-three
1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

As my telephone conversation to Sacramento did no good, I went to Sacramento Monday, as I had business in San Francisco anyway, and I wired you from Sacramento that everything was O. K. in the matter of a permit to Dr. Brinkley.

The attorney for the commission, Harry Encell, has to draw up some papers (red tape) but everything will be O. K. in a few days. If the permit is not granted by the last of this week, please let me know.

I don't think the Medical Board particularly desired to grant this permit. That is only a guess of mine.

I came thru Los Angeles on my way home yesterday but arrived on the Owl and caught the 9:45 train for San Diego is the reason I did not see you personally. Hope to see you in Los Angeles in a few days and talk over some matters of mutual interest.

Yours sincerely,

EF:KLM





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MRS. MABEL OTIS-BOOTH

February 28, 1922.

Col. Ed. Fletcher,
San Diego,
California.

My Dear Col. Fletcher:-

I enclose telegram just received from Dr. Brinkley. I sent the letter you wrote me along with a notation to the effect that you had put the matter over for him and to you and nobody else should he feel under obligation for getting the permit.

I am very anxious to have him have the permit, and get here as soon as possible, because Andrews is getting weaker every day and if he does not get the operation soon it may be forever too late. I don't like to trouble you further in the matter but hope the board can send him along whatever permit they are going to give him without further delay.

The Auto Club Board voted to sign the road from San Diego through Arizona in exact accordance with the original proposal. "All's Well that ends Well!"

With kind regards, I am,

Yours very truly,
Harry Chandler

Dict. by Mr. Chandler.



March
First
1922

Later

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find letter from Governor Stephens, also copy of opinion from Barry Encell, chief counsel to the Medical Board. It seems under the law there is no reason why Dr. Brinkley cannot come here and in actual consultation with a practitioner in this state he could perform as many operations as desired. In other words, you have your own family physician. Let Dr. Brinkley work with him in this matter.

Kindly treat this letter confidential.

Yours truly,

EF:KLM

April
Tenth
1922

Mr. Harry Chandler,
Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

I have wired Governor Stephens and made an appointment with him for Wednesday morning in Los Angeles in relation to the Dr. Brinkley matter. I would like to have Dr. Brinkley available in case the Governor desires to meet him.

By the way, will you ask Woodruff and Choates to come down to San Diego and look over that land and water matter opposite Grossmont - about fifteen hundred acres, and have them make a report to you as to the feasibility of the proposition?

Yours very truly,

EF:AH

April 15, 1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Thru the Governor's office I have arranged next week for a meeting with Dr. Phillips, the president of the State Board of Medical Examiners and hope to get something definite at an early date.

The above for your information.

Yours sincerely,

EF:KLM

May 2, 1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Enclosed find copy of letter I received from Dr. Phillips and my answer in reply, all of which is explanatory, and for your information. Dr. Phillips is president of the Board of Medical Examiners.

Yours sincerely,

EF:KLM

May 8, 1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Enclosed find copy of letter I have received from Dr. Phillips today. I hate like the dickens to take the time to go to San Francisco and follow this matter up as I have been snowed under with work.

Enclosed find clipping that is explanatory and for your information.

However, when I get started after a thing, I never quit, and just as soon as possible I will make the trip.

With kind regards, I am

Sincerely yours,

EF:KLM

cc- Dr. Brinkley

THE TIMES-MIRROR COMPANY

Los Angeles, California May 11, 1922

Col. Ed Fletcher,
920 Eighth St.,
San Diego, Cal.

My dear Col. Fletcher:

I have yours of the 8th inst.

Dr. Brinkley has gone back to Kansas and there is no special rush about his matter at this moment. A little later on he desires to return to California. The limited amount of work he did here has brought astonishing results in several cases, and I believe he will be able to accomplish a great deal of good here if he secures the license he seeks, but a delay of a few days at the present time will do him no harm, and you are not justified in making a special trip on his account.

Thanking you for your efforts, I am

Very sincerely yours,

HARRY CHANDLER

original to Dr. Phillips



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May 23, 1922.

Col. Ed Fletcher,
San Diego,
California.

My Dear Col. Fletcher:-

I am just in receipt of your note about the State Road through Mexico. So far as our own interests are concerned, there is no particular advantage that I can see through this detached piece of road in Mexico. It does not connect up with any of our other roads and would be of no more value to us than if built as originally proposed through the sand hills.

I had the matter of right-of-way and details as to how such a road could be operated without Governmental red tape or delays, up with the Minister of Communications when I was in Mexico last October. He said that his department would give permit for the road, provided we would furnish right-of-way and that they would do everything in their power to make the operation of such a road practical by working out arrangements that would not cause delays or difficulties in crossing and recrossing the border. I afterwards spoke to President Obregon and he gave me the same assurances. I then had in mind that we might possibly work out a plan for building a road along the line of the Inter-California Railroad, or at least along the general course of that road, in which event it would have a very great value to our property, and we should feel disposed to raise some part of the funds to build it, if it had been decided that it was practical to select such a route to connect through from Holtville. I was moved to make the inquiries in Mexico because commissioner Whitmore had told me confidentially that the Engineers were figuring that some such route might be figured more practicable from the standpoint of securing material; also from a maintenance angle. Without pretending to know much about the situation myself I believe the road could be built in a Southeasterly direction from Holtville, avoid all the sand hills, be just as useful as far as benefitting any land in the United States is concerned and that the construction and maintenance would cost much less; that the mileage would be less and that the road would be everything considered, much more useful, both to the people of the United States and Mexico.

In the event the road should be built as above suggested, the Mexican Government should probably pay some part of the cost, in addition to what our interests would feel able to pay, both as to construction and maintenance. In any event, whether it goes one way or another through Mexico, I feel warranted in saying that the Mexican Government, as at present constituted, will do everything in their power to make the enterprise practicable. Our United States Industrial Commissioner, Mr. Bell, who is located in Mexico City, knew of my negotiations in connection with

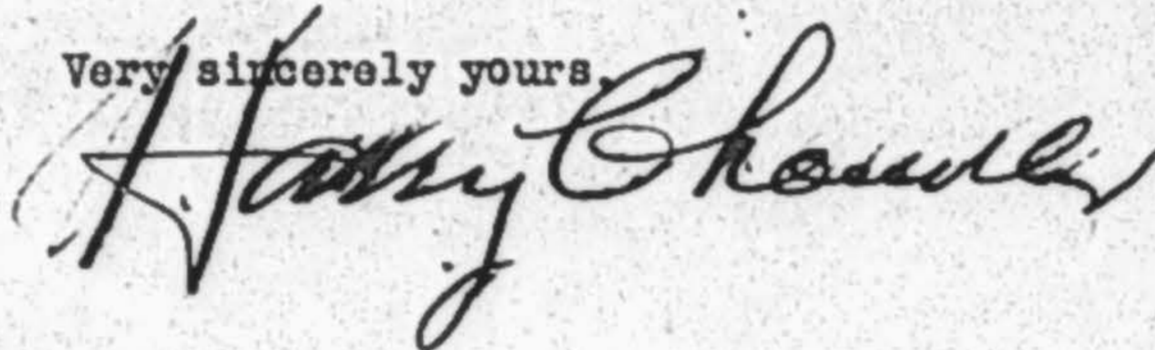


with the road in Mexico, and voluntarily offered to render any possible service that he could do in securing agreements such as they desired from the Mexican Government.

I am unable to leave town in order to attend the meeting you mentioned and in fact I do not see that I could render any special service by being present. It goes without saying that I will do anything in my power to help the enterprise along, and I know Governor Lugo is a broad-minded, very much up-to-date Mexican official, who will cooperate in every way possible to help the enterprise.

With kind regards, I am,

Very sincerely yours,



July 3, 1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find copy of letter I have received from the attorney of the Board of Medical Examiners, which is explanatory.

I had a special meeting of the Board of Medical Examiners in San Francisco, - went there and urged them to give Dr. Brinkley a license to practice in this state. I had it as good as won, and came home believing everything was o. k., after two stormy unofficial meetings.

I am deeply grateful for what you have done in getting the Auto Club to take action sign-posting San Diego to El Paso, and both of us being Yankees, you know we are both persistent in trying to deliver when we once undertake a proposition. I assume you are still anxious to have Dr. Brinkley secure his license. I have confidence in your judgment of this matter and am making the fight on your account. If you change your mind, then please notify me.

With kind personal regards, I am

Sincerely yours,

EF:KLM

July 28, 1922.

Mr. Harry Chandler,
Los Angeles Times,
Los Angeles, Calif.

My dear Chandler:

Enclosed find copy of letter to Dr. Brinkley which is explanatory and for your information. Dr. Brinkley made his application on the grounds of reciprocity from Arkansas. Arkansas is not at the present time in good standing, but Dr. Pinkham says that Kansas is, and suggests that Dr. Brinkley immediately make an application for reciprocity, based on his having taken the written examination and passed in Kansas, and by granting Dr. Brinkley a license based on reciprocity from Kansas, the Board of Medical Examiners will be eliminating and not establishing a precedent effecting a number of applicants from Connecticut and Arkansas.

It is only a question of time when this thing is going to be worked out, and we will win.

With kind personal regards,

Very sincerely yours,

EF:AH

110-1
July 31, 1922.

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find telegram in answer to mine which is explanatory. I am sure this matter will be straightened out in a few days.

Believe me,

Very sincerely yours,

EF:KLM

September 12, 1922

File 110-1

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Am sending you a few apples by prepaid express from my own ranch - fall apples that will make you think a little of the East. They are raised among the pines.

Enclosed find copy of very characteristic letter from Dr. Brinkley, and copy of my answer in reply. Will Richardson give him his certificate, do you think? I want to beat you to it, however, and get it for him next month if I can and I am going to stay with it and win if possible.

Sorry I could not see you Saturday, but I only had an hour in town between trains. Will make it a point to see you the next time I am in Los Angeles. Nothing urgent.

With kindest regards, I am

Sincerely yours,

EF:KLM

October 18, 1922

110-1

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Enclosed find copy of letter I have written to Dr. Brinkley, for your information.

Yours very truly,

EF:KLM

November
Thirteenth
1922

File 230-2

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Enclosed find copy of letter written by Carl McStay of the Auto Club of Southern California, to J. E. Franklin, president of the Yuma National Bank, which is explanatory. Also copies of letter from A. B. Fletcher and Darlington of the Highway Commission, which are explanatory.

This is a dirty piece of business and propoganda which has been continued publicly and privately for years.

When flying to Yuma the other day, I saw six machines going over the plank road at one time. You can go thru the sandhills at 40 miles an hour over the plank road today. This we did a few weeks ago, and it is perfectly safe. There is no necessity of anything being done to it for years to come, until the American Canal question is settled and built. The American Canal survey is practically along the line of the plank road.

Contracts will be let within the next two or three weeks for 14-1/2 miles of highway between Holtville and Yuma and the westerly end of the plank road, leaving about 15 or 20 miles to build from Yuma to the westerly end of the plank road. The west 10 miles across the continent is thru the Yuma Indian Reservation. The U. S. Government, thru Thos. MacDonald has agreed to immediately pay up every dollar for the construction of the road thru the Yuma Indian Reservation, providing the California Highway Commission gives its consent to allow the cost to be deducted from California's allotment. So far the California Highway Commission has taken no action. The construction of the road is entirely financed Phoenix to Yuma with government, state and county funds, and will be completed next year. Let's complete the missing link, and anything you can do to help us in this matter will be more than appreciated.

The enclosed map is explanatory, showing that

230 ✓
November
EIGHTEEN
1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

Enclosed find letter from Franklin, President of the Yuma National Bank, which is explanatory. Beat them to it, please, and come out with a fine interview, urging the completion of the 35 mile gap between Holtville and Yuma, immediately, and let me know that you have passed the word on to our new Governor.

I hope that everything in Mr. Franklin's letter is true. You will find there will be a great deal better feeling between San Diego and Los Angeles if the Los Angeles Chamber of Commerce and the Auto Club do get behind us in this matter.

Yours sincerely,

RF:KLM

cc White

-2-

we should connect up Niland with Blythe at the earliest possible date. There are two routes from Mecca to Blythe, one via Chuckawalla Wells, known as "The Butterfield Trail" coming south of the range of mountains, and the other extending on the north of the range of mountains. The southerly route should be accepted as 32 miles of it is the same route Blythe to Niland. The distance Mecca to Blythe is practically the same via each route. I am marking in red the route that should be accepted, in our opinion, and showing you the advantage of connecting up Palo Verde Valley with Imperial Valley as well.

Will you please keep this in mind, and I do urge that you commit yourself thru your newspaper, editorially, at an early date, in favor of the early completion of the Holtville-Yuma road. I hope sometime to return the compliment if you can do so.

Yours very sincerely,

EF:KIM

P. S. Enclosed also find copy of letter from Patch which is explanatory. Please keep everything confidential.

If you take this to Keller or McStay they may get sore and it means more friction. I understand from a late letter from Yuma that McStay has promised to obligate the Auto Club to hurry up and complete this gap and use their influence with the new state highway administration to do so. You can help out by coming out strong in an article first and I do hope you will do it.

E.F.



The Times-Mirror Company

PUBLISHERS OF Los Angeles Times

FOUNDED BY HARRISON GRAY OTIS, DECEMBER 4, 1881
LOS ANGELES, CAL.

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PRESIDENT AND GENERAL MANAGER
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TREASURER
HARRY E. ANDREWS
ASSISTANT GENERAL MANAGER AND
MANAGING EDITOR
MRS. MABEL OTIS-BOOTH

November 18, 1922.

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

My Dear Colonel Fletcher:-

I have your letter about the Sand Hill road; also map showing other necessary roads in the country between Los Angeles and Yuma. I consider that the master crime, so far as road building is concerned, is the fact that during all these years no paved road has been finished between Los Angeles and the Imperial Valley. They have been fiddling around with this road for years and it has never been built. There is certainly no excuse, so far as Los Angeles is concerned, in building a road between Holtville and Yuma until there is first a paved road between Los Angeles and the Imperial Valley.

I have always, and still believe that a road going East from the Imperial Valley should go further North than the Yuma to Holtville road; it would be more practical and much easier to maintain, but it is probably too late to consider that at this time, though from numerous reports from practical observations of many residents of the country, I have always believed the Sand Hill road was a mistake, and I feel warranted now in predicting that if it is finished it will ultimately prove a waste of money, and that some other route further North, between the Valley and Yuma will finally be adopted.

Holding these views, I do not see how it is possible for The Times to consistently endorse this Yuma to Holtville road, as much as I would like to do so as a personal compliment to you. I do not claim to have an intimate personal knowledge of this road situation, though I have been fairly conversant with the general topography of the country for many years, and have personally traversed, during the past twenty-five years, practically all of the proposed routes. If it were practicable to do so, it would be wise in every way, from my viewpoint, to jog down through Mexico to avoid the sand hills. I believe something could be worked out to make such a move practicable and workable, but I have never recommended it personally nor through The Times, because my motives would inevitably be misunderstood by the public.

Yours very truly,

Harry Chandler

Ed. Fletcher
Travis

(Copy)

LOS ANGELES TIMES

Los Angeles, Cal.

November 18, 1922.

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San Diego, California.

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Yours very truly,

HARRY CHANDLER.

November
TWENTY
1922

File 120-20

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find copy of letter of November 10th, 1922 from R. F. Gouley, Southern Division Engineer, of the California State Board of Health, which is explanatory; also copy of Mr. Gouley's report on the quality of water made at the request of the City of Beverly Hills. Please treat this confidentially.

The report is unquestionably favorable, and I congratulate you, as you have a valuable property there. I will soon secure thru my own sources definite, official information regarding the water systems of Venice, Ocean Park, Culver City and Palms, and as soon as I can get a report from you people on your efforts in and around your property to dispose of your water, either thru a bonus in the shape of land or thru an agreement to install the distribution system without any cost to you, I will then be able to make my final recommendations.

I am anxious to know what encouragement is being given by the land owners lying between your waterworks and Palms and Culver City. If you can dispose of your water nearby at a good profit, without going into any large investment in the purchase of existing water systems, so much the better.

It would look as if Mr. Burton Green is very much of a liar and that the Beverly Hills officials are investigating a supply of water and are determined to keep out of the City of Los Angeles.

I have promised to keep this information confidential and I know you will not fail me in this matter. I have had a talk with Mr. Gouley over the phone and promised not to make this information public, so please do not do so.

Yours sincerely,

ED FLETCHER

EF:KLM
cc- Messrs. Woodruff & Shoults

230-
November
TWENTY ONE
1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Calif.

My dear Mr. Chandler:

I acknowledge receipt of yours of November 16th. I know you are a big enough man not to take snap judgment on this proposition of the Holtville to Yuma road, and before you make any attempt to block it in all fairness you should take a trip to Holtville to Yuma with me. You never have been over the road, and particularly the plank road that is now doing such valuable service so I understand.

If you are the man I think you are, you will accept this challenge and let me know when I can meet you in Imperial Valley. We can make the trip to Yuma and back from El Centro, with comfort, in 7 or 8 hours. When shall we make the trip? Anytime you say.

After you have once seen the road with your own eyes, and then turn it down, I will feel that you are in a position to judge and will respect your opinion. Until you do look it over, please keep an open mind and I hope you will not take any decisive action.

Yours sincerely,

EF:KIM
ce white

December 1, 1922.

180-80

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, Cal'f.

My dear Mr. Chandler:

Now that the State Board of Health has given its o. k. as to the quality of the water in the West Hollywood tract, and we know the quantity is there, the first thing I recommend to be done is to protect the wells which are in danger of contamination, under the immediate supervision of Mr. Goudey of the State Board of Health, and get Mr. Goudey's approval, officially, in writing. You will then have their hearty cooperation.

If no satisfactory arrangements can be made to secure a bonus either by the construction of pipe lines at the expense of the property owners and turned over to you, or thru a bonus in land, you could, if you desire so to do, purchase the water systems in Culver City, Palms, Venice and possibly Ocean Park, if the price is right, the four water systems consolidated under one ownership and a bond issue of sufficient size to make the necessary improvements; and a large enough pipe line built to convey the water to the territory to be served, in fact, sufficient in size to take away all of the water that can be developed.

From time to time, as different land owners along the way want water, you can refuse to give it to them until they put in their own distribution system, such size as you might dictate and have them turn the system over to you free of cost, and you can capitalize it, or else you can sell them at a wholesale rate that will give you a handsome revenue, and let them maintain their own distribution system and distribute the water. By so doing, however, you become a public utility under the jurisdiction of the Railroad Commission, but the present rates that are being collected at Palms, Culver City, Venice and Ocean Park should make it a fine revenue paying proposition, as it would mean gravity water and eliminate the present expensive cost of pumping. Following are the present established rates:

-2-

Ocean Park Water Co. Rates

Up to 500 cubic feet	25 ¢ per hundred cubic feet
500 to 1,000 " "	20 ¢ " " " "
1,000 to 5,000 " "	15 ¢ " " " "
Over 5,000 " "	10 ¢ " " " "

Venice Water Company Rates

Up to 2,000 cubic feet	15 ¢ per hundred cubic feet
Above 2,000 " "	10 ¢ " " " "
Minimum - \$1.50 per month; with lawn - \$1.75.	

Sherman Water Company Rates

Monthly rate - \$1.25 per, minimum	
Up to 400 cubic feet	20 ¢ per hundred cubic feet
From 400 to 10,000	13 ¢ " " " "
10,000, or more	12 ¢ " " " "

Palms Water Company Rates

Minimum rate - \$1.50 per month, for which they get 1200 cubic feet	
Anything above that to 10,000 cubic feet - 12½ cts. per hundred cubic feet.	

With the future growth of that community assured, when all of the water is put to domestic use, there should be no better paying water system in Southern California for the amount invested.

Independent of physical structure, the courts and the Railroad Commission must place a water right value both for irrigation and domestic purposes. Many and conflicting theories have been advanced for determining the value of water rights. The Supreme Court of the United States has decided that a value must be allowed for such rights independent of the value of physical structures, but no rule has been defined for determining the value, but in practically every case values have been fixed by more or less arbitrary methods as dictated by judgment after weighing valuable and relevant evidence.

Following is a list of the companies of irrigation water, where a gross water right value has been established:

1. Exclusively Citrus.	Per M. I.	per m. g. d.
Lugonia Water Co.-----	\$ 2,100	\$163,000
San Antonio Water Co.-----	1,950	151,000
Canyon Water Co.-----	1,500	116,000
Del Monte Irrigation Co.-----	1,360	105,000
Temescal Water Co.-----	1,250	96,600
Gage Canal Co.-----	1,250	96,600
Redlands Water Co.-----	1,050	81,300
San Dimas Irrigation Co.-----	875	67,700
Average:-----	\$ 1,417	\$109,600

Following are sales values, or values which have been actually awarded in Southern California, in most instances for domestic use:

\$3,500 per miner's inch fixed by Judge Conrey for Sierra Madre where water was taken from the Baldwin Ranch for the use of the City.

\$2,500 per miner's inch selling price at McClay Rancho in 1902.

\$2,800 per miner's inch selling price from West Los Angeles Water Company.

\$2,000 per miner's inch value fixed by California Railroad Commission in the matter of the petition of the City of Glendale to have valuations made of certain water systems within the city.

It is possible that the \$2800 per miner's inch is the selling price from your water system, the West Los Angeles Water Company; as to this I do not know, but it is easily verified by court records.

The above information is furnished just to give you reasonable assurance that when you have a demand for that water, when it comes to a rate fixing value, there is no question but what you will get a value for water rights independent of physical structures, comparing very favorably with the above in case you get before the Railroad Commission or the courts; but you must first find the demand.

Value of Systems: I have not the price at which you can purchase any of these systems, but the following information may be of interest.

The assets of the City Water Company of Ocean Park are \$442,000; the State Railroad Commission in decision No. 10242 March 27, 1922 placed a value for rate fixing purposes on the above system of \$238,000. A sales value, in my opinion, is roughly \$300,000. Possibly they would sell the system and take bonds in payment.

The Sherman Water Company --- The state Railroad Commission in Decision 9435, dated August 30, 1921 placed a value for rate fixing purposes on this system of \$39095.00, and from the information at hand, I would say that a reasonable sale value of the Sherman Water Company System would be around \$50,000.

Venice Water Company: Decision No. 3067, dated January 26, 1916, by the Railroad Commission gave a valuation for sales purposes of \$35,000. I have no definite information on this system since that time.

If you did not care to become a public utility, you could become a private water company selling water at wholesale to several consumers and yet not come under the jurisdiction of the Railroad Commission. Our attorneys and the Santa Fe attorneys have gone into this matter exhaustively and have come to that conclusion. Both the San Diego Water Company and the Lake Hodges Water Company are incorporated as private companies, have refused to recognize the jurisdiction of the Railroad Commission and our attorneys have practically convinced the Railroad Commission's attorney that we are private water companies under the decision of the Supreme Court of California, and outside the Railroad Commission's jurisdiction. This question will undoubtedly be decided within the next two weeks.

For your benefit I refer your attorney to the case Thayer vs. Cal. Development Company, 164 Cal. 117 under Private Contracts. A number of cases are cited in the above decision to substantiate our position.

The rambling letter is just for your information and to help you, perhaps, in coming to a definite decision as to your future plan of action in developing what I consider a very valuable supply of water. If I can be of any further service, do not hesitate to call on me.

Yours very truly,

EF:KIM

cc- Mr. Woodruff
Mr. Shoults

December 13, 1922.

File 120-20

Mr. Harry T. Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find copy of letter from Mr. Salisbury, city engineer of Beverly, which is explanatory. As yet I have received no authority from the title company even to negotiate and until I receive some authorization of some kind it would be foolish for me to answer this letter. What is your pleasure in regard to this matter?

Personally I would stay away from any outright sale, making a contract to furnish them their needs for the next ten years at a certain price and giving them the option at any time within ten years to buy at a valuation to be agreed upon by arbitration in the usual manner, the title company to agree to take bonds of the city of Beverly in payment. What is your pleasure in regard to the matter?

Yours very truly,

EF:KLM

cc- Mr. Shoults
Mr. Woodruff

File 120-20

December
Nineteen
1922

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find copy of letter I have written Mayor Spaulding at his request, thru his city attorney.

I really thot it better to take it up direct with the Mayor rather than thru engineer Salisbury, because Salisbury has been accused once or twice of being a representative of Mr. Brandt and others by being engineer for the Little Bear project.

Yours very truly,

EF:KLM

cc- Mr. Shoults
Mr. Woodruff

December
Twenty-sixth
1922

130-20

Mr. Harry Chandler
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

I had a talk with the city engineer of Beverly, Mr. Salisbury, today. He said he had been out sailing for two or three days with Mayor Spalding, that Mayor Spalding was in favor of buying this water system outright and anxious that we make a price on it. They are, of course, referring to the present developed supply in the West Hollywood tract.

I steered clear of any proposition of outright purchase, believing it is for your best interest to sell at so much a hundred cubic feet, with a guaranteed minimum, however, there is every indication they are going to force the issue and you ought to be thinking about it, whether or not you want to put a figure on the water supply.

I will mail you in two or three days a copy of the railroad company's attorney's brief to the State Railroad Commission on the question "Lack of Jurisdiction by the State Railroad Commission over Private Water Companies".

Yours very truly,

KF:KLM

cc- Mr. Shoults
Mr. Woodruff



OFFICE OF
The Times-Mirror Company

PUBLISHERS OF
Los Angeles Times

FOUNDED BY HARRISON GRAY OTIS, DECEMBER 4, 1881
LOS ANGELES, CAL.

OFFICERS AND DIRECTORS
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MARIAN OTIS-CHANDLER
VICE-PRES. AND SECRETARY
F. X. PFÄFFINGER
TREASURER
HARRY E. ANDREWS
ASSISTANT GENERAL MANAGER AND
MANAGING EDITOR
MRS. MABEL OTIS-BOOTH

December 29, 1922.

Col. Ed. Fletcher,
San Diego,
California.

My Dear Colonel Fletcher:-

I am in receipt of yours of December 27th, with clipping from the San Diego Tribune.

If you were of the type of man who knew when he was licked this Sand Hill road would have been down and out years ago. It shows that everlasting industry and never-say-die spirit can get a road built in the face of every conceivable obstacle; and a road that should never have been built anyhow!

I am going to try and go to the Stanford University Dinner. I suppose it will cost us money if we are there. I don't believe I shall be able to be at the Del Monte meeting.

I am glad that you and Mrs. Fletcher are going to take a vacation. I know you both deserve it and I hope you will get the full limit of enjoyment out of it.

I hope you can get definite action in the water matter you have been handling for Shoults and Woodruff before you go away, but that is almost too much to hope.

With kindest regards and wish you and your family a Happy New Year and lots of prosperity for 1923, I am,

Very sincerely yours,

Harry Chandler

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[Faint handwritten signature]

120-20

December
Thirtieth
1922

Mr. Harry Chandler
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

The question is, do you want to become a public utility in the sale of water or a private water company. The same question was agitating the Santa Fe Railroad and their attorney, Mr. Clotfelter, was asked by the Railroad Commission to define their position a few weeks ago.

Enclosed find copy of brief submitted to the Railroad commission by Mr. Clotfelter the Santa Fe's attorney. I am of the opinion the Railroad Commission is satisfied with the Santa Fe's position and they will not claim jurisdiction. I suggest your attorney pass on this matter and if the Santa Fe's position is well taken there is no reason why we cannot remain a private corporation and keep out of the jurisdiction of the Railroad Commission by selling water in bulk to four or five customers. This letter is sent to substantiate my statement that we can sell to Beverly Hills and to 3 or 4 other customers and still be a private water company within

December 30, 1922

120-20

Mr. Harry Chandler,
c/o Los Angeles Times,
Los Angeles, California.

My dear Mr. Chandler:

Enclosed find copy of letter from the Board of Trustees that is explanatory and for your information. I only wish we had the secondary supply of water developed at the present time. The Board of Trustees only know of the present developed supply.

I would suggest a conference for next Tuesday morning on this matter before I see Mr. Spalding Tuesday afternoon.

Yours very truly,

EF:RLM

cc- Mr. Woodruff
Mr. Shoults

the interpretation of the law as recently decided by
the Supreme Court of California.

Yours very truly,

RF:KIM

cc- Woodruff & Shoults



OFFICE OF
The Times-Mirror Company

PUBLISHERS OF
Los Angeles Times

FOUNDED BY HARRISON GRAY OTIS, DECEMBER 4, 1881

LOS ANGELES, CAL.

May 14, 1929.

OFFICERS AND DIRECTORS
HARRY CHANDLER
PRESIDENT AND GENERAL MANAGER
MARIAN OTIS-CHANDLER
VICE-PRES. AND SECRETARY
F. X. PFÄFFINGER
TREASURER
MRS. MABEL OTIS-BOOTH
HARRY C. CARR

Col. Ed Fletcher,
San Diego, California.

My dear Colonel:

Answering your favor of the 13th will say that my hotel people from New York have been delayed but have promised to be here later on this month and from every indication they are interested.

Will notify you the date of their arrival.

With kind personal regards, I am,

Sincerely yours,

P.S. When in New York last week I went over the matter with them in quite considerable detail. I feel sure they are interested or they would not take the trouble to make the trip to California at this time.



OFFICE OF
The Times-Mirror Company

PUBLISHERS OF
Los Angeles Times

FOUNDED BY HARRISON GRAY OTIS, DECEMBER 4, 1881

LOS ANGELES, CAL.

OFFICERS AND DIRECTORS
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VICE-PRES. AND SECRETARY
F. X. PFÄFFINGER
TREASURER
MRS. MABEL OTIS-BOOTH
HARRY C. CARR

January 16, 1932

CONFIDENTIAL.

Colonel Ed Fletcher,
1020 Ninth Ave.,
San Diego, Cal.

Dear Colonel Fletcher:

I duly received your note of January sixth with copy of letter you wrote to State Engineer Hyatt.

I feel myself that the plan for bringing the water through San Diego County is worth serious consideration. I don't believe in taking the foreclosed judgment of engineers who always seem loathe after they have once reached a conclusion to investigate or consider any new proposals. Perhaps this is right as a general thing, because I understand that they can't be listening to every Tom, Dick and Harry who comes along with a pipe dream. Offhand though this scheme seems to me to have very definite economic advantages. First, it will transport the water from the river to the holding basin at Laguna Salada, an already made, ideal reservoir site, except that it would have to be desalted, but the cost of damming the water would be very small, the saving of the lift would be considerable and I should say that the biggest saving would be the cost of the aqueduct all the way from the Parker cutoff to the base of the mountains, whereas the water would voluntarily flow with a small amount of guiding to the Laguna Salada.

The main objection that would be uppermost in the mind of the average citizen is that it provides for taking the water through Mexico. This, in my opinion, would be no objection at all, because Mexico never has and never can do anything to injure the American side. If Mexico were a big nation and we were a little one, some of our people might say on the face of it, with some justification, that we couldn't afford to trust ourselves in their hands, but under the conditions as they exist Mexico could not, and never would, in my opinion, undertake to interfere in the slightest after the arrangements and bargain were once made for transporting the water through Mexico.

I am not an engineer and don't want to pass on any of the engineering problems, and neither do I want to knock our present plan, because I have thought well of it, but I do go as far as to say that I do think this San Diego plan should have thorough consideration and if not enough surveying and engineering work has been done to get accurate data that it shouldn't be turned down as the result of any preconceived notion with a wave of the hand, which I am sure would be the tendency of the average engineer, because it is the natural tendency of any engineer, or group of engineers, after they have agreed on a plan of operation.

Water Rights

Very sincerely yours,

October 8, 1935

Mr. Harry Chandler
c/o L. A. Times
Los Angeles, California

My dear Mr. Chandler:

Enclosed find letter from the Title Insurance and Trust Company that is explanatory. Please take this matter up with Mr. Downing. If you all are going to feel this price is right and are going to sell, turn in these instructions to the title company, otherwise, please return.

Mr. Hoover made the strongest appeal that he has made during the campaign last Saturday, in my opinion. I take it that he will not be a candidate but I would love to see him get behind the right man and be a member of the Cabinet.

Sincerely yours

KF:EC

Enc.

Ed Fletcher Papers

1870-1955

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General Correspondence - Chandler, Harry



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