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RECORD OF MATERIALS REMOVED FROM THIS FILE

The materials described below have been removed from this file and placed in a different file in this collection.

Collection # MSS 81

Box 14

Folder 2

Description of materials: 8 LETTERS: JOHNSON TO FLETCHER; 2 EXECUTIVE APPOINTMENTS SIGNED BY JOHNSON

Removed to: MSS RESTRICTED FILE

Processor: A. McCLURKAN Date of Removal: 5 JUNE 91

San Diego, Cal.

Oct. 5. 1910

Hiram W. Johnson

Santa Barbara, Cal.

My Dear Governor:-

Enclosed find clippings from the morning Union and Evening Tribune owned by Spreckles which are explanatory. My impression is that the articles in question are not intended to help your canvassing and whether it was the intention of Spreckles papers or not, it looks very much as if were intended to embarrass you. In any event it is liable to have its effect on the voters, unless you answer it in someway. I would suggest that you think the matter over seriously, As a matter of principle if it comes to a question of the election of Spalding or yourself, you would be my first choice, as I believe your election is a greater necessity but I want to see both of you elected and I do not want to see anything done here to your detriment that will interfer with giving you a good big Republican majority.

Yours very truly,

EF/CP

Nov, 7, 1910.

Mr. Hiram Johnson,

Oakland Cal.

My Dear Governor:-

Enclosed find clipping from todays Union written as I understand it by the Editor of the Spreckles Co. which shows you how they lean and what their feelings are towards you. They are knifing you in the dark and there is no question about it, but what they have covered their tracks very well as they have made some semblence of standing by the regular nominee which is more than a number of regular organization railroad push have done. I am still of the opinion that you will carry San Diego Co. by 2000 majority and by the time you get this letter the fight will undoubtedly have been won. To say that I admire your firm stand and brave fight is putting it my way.

Very sincerely your friend,

EF/CD

San Diego, Cal.
Nov, 15, 1910.

Mr. Hiram Johnson

Oakland, Cal.

My Dear Governor:

Enclosed find clipping from the El Cajon News which is right to the point and which may be of interest. I congratulate you most heartily on your remarkable showing, considering what happened in the East. When all the returns are in your majority in this county will be nearly 1700. My guess was 2000. Certainly San Diego Co. did well by you. Enclosed find check for $5.00 which kindly give to your son with my compliments and a great deal of pleasure. I bet him a hat that you would carry the county by 2000. I hope you will take a good rest now and get in good physical condition for you will need every ounce of energy and force there is within you the coming four years in order to carry out your champaign pledges.

Enclosed find clipping from the Sun on the day of election which may be of interest. I had out my machine all day working at the polls, but Bell had 10 machines to your one and they were hired at $25.00 per day. Who put up the money.

Yours very truly,

EF/CD

Dec, 21, 1910.

Hon. Hiram Johnson
Mills Bldg.
San Francisco, Cal.

My Dear Governor:

Enclosed find clipping being a United Press Dispatch which is explanatory. I heartily recommend a change of the present method of selection of a Governors Staff. The matter has never been discussed between us, but I suppose you are aware that I am on Gov. Gillett's Staff and in justice to myself, I feel the following explanation is in order.

I did not in any way secure my appointment by political pull. The records will show that I served 6 or 8 years in the Naval Militia as a Seamen, Petty Officer, and Commissioned Officer, as ensign. Lieutenant and Assistant Paymaster. At the request of my friend, Ex-Governor Pardee I became Captain of Company "B" N.G.C. several years ago. Gov. Pardee at that time said that if Company B was not put on its feet, he would have to disband it and although a busy man I gave it my personal attention and at the next inspection its percentage was 90 and my impression is that its standing was one of the 10 best Companies of the State. At considerable sacrifice I built the Company a good Armory, which they now occupy and lease same at a very low rent. After putting Company B on its feet I decided to resign and am pleased to say that rather than see me entirely eliminated from the service, the Col. of my regiment, the Gen, of my Division and the Adjutant Gen. of the State through official channels recommended my appointment on Gov. Gilletts Staff.

During the Spanish War I formed the first volunteer Company, Company A and was afterwards elected Major of the first Battalion of Infantry composing the regiment of eight companies which U. S. Grant organized.

Col. D. C. Collier whom you no doubt know was made a Lieuteant Col. by Gov. Gillett. Col. Collier's boast was that he never had any military experience whatever, excepting at one time he made application to join Company B and was blackballed. He got into a row with Gen. Locke and is not now on the Governor's Staff.

I do feel that it is a mistake and no credit to any Governor to have on his staff a man who had had no military experience. I am not asking you for anything, Governor, but I did feel like the fellow who has been caught in bad Company and an explanation was necessary. No doubt you can appreciate the situation without further explanation, believe me,

Very Sincerely,

EF/CD

Form 2239

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

ROBERT C. CLOWRY, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVER'S No.	TIME FILED	CHECK

SEND the following NIGHT LETTER subject to the terms on back hereof which are hereby agreed to

Jan 13, 1911.

Hiram W. Johnson, Gov.

Sacramento, Cal.

After having consultation with Mess. Marston, Sloane, Sehon and others, it seems for the best interest of the party that Swallow and Burnham be appointed on the Harbor Commission and I recommend it.

Jan 13, 1911.

Gov. Hiram W. Johnson

Sacramento, Cal.

My Dear Governor:

Enclosed find telegram and newspaper articles which should have been included in my Los Angeles letter.

I have an engagement to meet Mess. Marston and Sloan today.

Yours very truly,

EF/CD

Jan, 14, 1911.

Gov. Hiram W? Johnson

Sacramento, Cal.

My Dear Governor:

You was absolutely right when you wrote me the organzation were working me in the interest of casting discredit on our party. I went up to Sacramento to help Spalding for personal reasons and because I believe Spalding to be an honest man. I did not know that Hardy was going to be there. I have found out since that Wright sent for me. I met Sullivan before I left. Enclosed find clipping showing what the push had to say and they included me among their bunch . Enclosed herewith is interview which I made them publish and hope it meets with your approval. You may differ with me as regards Spalding and I may be mistaken in my judgment of the Law, but at any rate I am sincere. I realize that as far as possible we must hold the boys together here, providing it does not materially hurt the parties interest, but I beg of you in no event to put Roberts in as the third Harbor Commissioner in Oesting's place when he resigns. Swallow is poor enough, the Lord know but the best interest of the party demands that we get two representatives reliable Republican, Burnham is one and we can certainly find another. I know you are snowed under with work and I do not even expect an answer, but from time to time I will write when I think I can

Jan, 14, 1911

Gov. Hiram W. Johnson

Sacramento, Cal.

My Dear Governor:

Confirming my telegram relative to Burnham and Swallow will say eight or ten of us had a meeting yesterday and with the exception of Caot. Sehon we agreed it was policy to put in Burnham and Swallow . I do not recede from my position that Swallow has been a cheap politician of Hardy's for 15 years. The last five years however he has an ardent supporter of progressive republicans and has stood for phean politics. He has a large following and no doubt it is policy to put him in, although he is not a big man. All the boys think that Sehon is trying to dictate the whole policy in his recommendation of Swallow and Roberts. Roberts came in to the meeting himself and did not even have the decency to get out when the Harbor appointees was discussed until Marston told him to either get out or Marston would get out himself. Sloane tried to conciliate everyone by putting on Burnham and Swallow and I guess he is right, although I should certainly have preferred a much bigger man. When Oesting gets off the board, if you put Roberts on, then we will have two men who if they want to in my opinion could be influenced by the big interests and it would give them a majority. Let us by all means as a third man later on put up the strongest man we can find and give

Jan, 14, 1911.

furnish you information that will be of interest to the party
believe me.

Yours very truly,

EF/CD

Roberts something else not so important. In the matter of Normal School Trustee, I think it would be advisable for you to put Mr. M. L. Ward back on the Board. He stands well on the community and while he did train with the organzation for a few days he has of late been with us. I wish you would not commit yourself on the appointment of a supervisor in John Griffin's place until you hear from us. I am very familiar with the whole situation and know almost every voter in that district. The Fifth district has been represented by a democrat for 15 years, Mr. Griffin who died last week.

Yours very truly,

EF/CD

73

May 1,1912

Hon. Hiram W. Johnson,

Sacramento, Cal.

My dear Governor:

It has been my fortune(or misfortune) to be identified with two of the water systems of this County. I am trying to carry out the ideas of our party; there are many responsibilities, things that are important to me to be decided. When I get through I want to have the confidence and respect of the people of this community.

At the present time I am in charge of the only two other water systems (outside of John D.Spreckels') in San Diego County. I want your guidance and advice. In addition I am very much interested in Conservation and Reforestration, and am working in complete harmony with the forestry department of the State and the Government.

Now, if you are any friend of mine, you will give me a day, take a vacation, enjoy a good automobile ride, and let me show you what we are attempting to do, and give me the benefit of your experience as to certain steps to be taken shortly. It may be that you would like to bring Mrs. Johnson, or some friends, and get off into the mountains for a day or two. I will give you the time

73

May 13th,1912.

Honorable Hiram Johnson,

Sacramento, Calif.

My dear Governor:

With thousands of others I suppose, I am writing a letter of congratulation. I want this letter to impress you differently from the ordinary congratulation. Every one says it was a personal victory for you as well as Roosevelt; it was certainly a wonderful demonstration of expression of the people of this State. After all, the greatest victory is on behalf of a square deal, and the placing of human rights first and above everything.

With kind personal regards, and with a feeling of almost regret I say that the possibilities are, you will be our next Vice President, I remain

Very sincerely,

WF/K

P.S. I say regret because I believe the State of California needs you more just at this time. It is perhaps selfish, yet I believe, true.

of your life.

At any rate, I ask you now as a friend to make it a point to give me at least a day the next time you are down in this section of the country.

Very truly yours,

EF/AK

73

June 22,1912.

Hon. Hiram W. Johnson,
Governor of California,
Sacramento, Calif.

My dear Governor:

Enclosed find clipping that may be of interest. You will remember our old friend Sauer, who told you to your face that he was against you, etc., before the election, and who was run out of town here by the Vigilante Committee. He is now boosting your game to a finish, and certainly you should at least know that you have won over a friend. (Ha! Ha!)

With kind personal regards,

Very truly yours,

HF.K
HHC

73

July 19,1912

Honorable Hiram W. Johnson,

Sacramento, Calif.

My dear Governor:

I am with you heart and soul in this third party movement, and you can call on me at any time for service.

As ever,

Very sincerely,

HF.K

P. S. What do you think of your ice man now that we have in the United States Senate?

73

Dec.23d,1912.

Mr Franklin A. Griffin,
Executive Secretary,
Sacramento, Calif.

My dear Mr. Griffin:

I note by the despatches your said loss and felt constrained to drop you a line assuring you of my sympathy and friendship. This is a time when I hope your loss will not harden you and hope that you will look at it in the light of something beyond your control, but the inevitable, and taking your loss in that light, you cannot help but become a stronger, nobler man.

Believe me,

Very sincerely yours,

F:K

Sir Hiram W. Johnson
Sacramento
My dear Governor
Wish you would
Wants to call your attention

[redacted]ce to Senate Bill No. 235 relating to the dissolution of Irrigation Districts that have no assets and have ceased to be going concerns, beg leave to say:

That the bill is similar to one that was passed by the extraordinary session of the legislature convened in December 1911, although it may be a little more complete in its provisions concerning the details of the proceedings necessary to be taken in dissolving such districts. It has been deemed advisalbe to have some such legislation owing to the fact that doubts have arisen in the minds of our attorneys as to whether the legislature was authorized at the extra session to enact such a measure, as it was probably not included in the objects enumerated in the call. The necessity of some such legislation is apparent in this county.

The Linda Vista Irrigation District situated entirely in San Diego County, includes several large tracts of landwhich were subdivided into small lots, some of these lots being only twenty-five feet by 100 to 140. These small lots were sold out many years ago to a great many people and the record owners of the lands are scattered all over the United States. There are between eight hundred and one thousand owners of lands in this district although it contains but about 47000 acres, and as I have said, these owners are widely scattered. The indebtedness of this district has been paid and it has never performed any of the functions of an irrigation district, never put any water upon any lands nor constructed or acquired any water system or system for the impounding or distribution of water, that its continued existence is a cloud upon the title to these lands and renders it absolutely

impossible to dispose of them at their market value and until the district is dissolved all this country, some of which lies within the limits of the city of San Diego, is retarded and its development and improvement prevented. It is absolutely necessary to dissolve the district in order to bring the land included within it under cultivation and make it saleable and on account of the fact that there are so many owners of small tracts of land within the district scattered so widely, we have been unable to procure the signatures of the requisite number of persons to the petition for the dissolution of the district. Under the general statute for the dissolution of irrigation districts, the petition must be signed not only by the owners of a majority of the acreage within the district, but by a majority of the owners, that is a majority of the persons who own land within the district, and the law does not provide for the circulation of more than one petition. Those of us who have been engaged in trying to bring about a dissolution of this district have been working on it for more than a year. We have employed men to circulate the petition, to write letters, search the records of the county to find the absent owners, as well as make other search and investigation for such owners, and at the present time we have not procured the signatures of a sufficient number of people to the petition to warrant the calling of the election by the Board of Directors under the existing law. Nobody to whom the petition has been presented has refused to sign it. Every land owner in the district who has been approached upon the subject has signed the petition and apparently done so with pleasure, but as I have said on account of the great number of these owners, our proceedings for the dissolution of the district are held up.

The proposed law will not affect districts which are doing business or are in any way going concerns. It is applicable only to such districts as have never done any business nor owned any water system, and further it applies only to districts whose indebtedness has been paid or is barred by the statute of limitations.

with kind personal regards believe me

Truly yours,

Jan.22,1913.

Gov. Hiram Johnson,

Sacramento, Calif.

My dear Governor:

I understand that it is up to you to appoint a fourth Judge later on for San Diego. I want to present the name of C. H. Abdrews. In my opinion, he is in every way thoroughly qualified for the appointment; he has for a number of years been one of our prominent lawyers here, a brillian student, has good personality, and has had fifteen or twenty years experience as a lawyer. He and his family are highly respected in this city, and last but not least, he is a Progressive Republican, a man who has supported you and your policies all the time.

I have heard that Mr. George Leovy has been recommended by certain people of this city. While I have nothing against the man personally, yet I ask you in all fairness to personally meet and size up both men. If you consider either of them, ask them to come to Sacramento. I have known Mr. Leovy for years as a corporation lawyer; for many years E. S. Babcock's attorney, the La Jolla Railroad, and I believe at one time John D. Spreckels' attorney. Never has he shown any

March 19,1913

Governor Hiram W. Johnson,

Sacramento, Calif.

My dear Governor:

Enclosed find letter from the Yuma County Commercial Club, which is explanatory. This is the matter that I spoke to you a moment about when in Sacramento the last time I saw you.

There is no bridge for twelve hundred miles across the Colorado River; Arizona has done its part. There is no question but what the United States Government will do its part this next session, and I hope that you can see your way clear to support a bill appropriating $25,000 for one third of the cost of the construction of the bridge at Yuma.

Anything that you can do will be appreciated.

Very truly yours,

F:K

spirit or that he had any opinions or convictions of his own. What I like is a clean, aggressive man, one who will stand up and take a position and stay by it. This I have never known Leovy to do.

I may be doing Leovy an injustice, but as between the two men there is nothing to it, and the minute that you look at them face to face, you will be convinced of this fact.

With kind personal regards, and assuring you that I make no charge for rendering you my opinion in this matter, I remain, as ever

Very sincerely yours,

F:K

State of California
EXECUTIVE OFFICE
SACRAMENTO

March 29th,1913.

Col. Ed Fletcher,

San Diego,Cal.

My dear Mr.Fletcher:-

I am directed by Governor Johnson to acknowledge receipt by him of your letter of the 19th inst., with enclosures relative to the the Yuma Bridge across the Colorado River. Senate Bill 398 providing for an appropriation of $25,000 for the construction of a bridge across the Colorado river, is before the Committee on Finance, of which Senator Strobridge is Chairman.

Sincerely,

Alexander McCabe
Private Secretary

April 28, 1913

Governor Hiram W. Johnson,
Sacramento, Calif.

My Dear Governor:

I want to call your attention to Senate Bill No. 233 relating to the dissolution of Irrigation Districts that have no assets and have ceased to be going concerns, beg leave to say::

That the bill is similar to one that was passed by the extraordinary session of the legislature convened in December 1911, although it may be a little more complete in its provisions concerning the details of the proceedings necessary to be taken in dissolving such districts. It has been deemed advisable to have some such legislation owing to the fact that doubts have arisen in the minds of our attorneys as to whether the legislature was authorized at the extra session to enact such a measure, as it was probably not included in the objects enumerated in the call., The necessity of some such legislation is apparent in this country.

The Linda Vista Irrigation District situated entirely in San Diego County, includes several large tracts of land which were subdivided into small lots, some of these lots being only twenty-five feet by 100 to 140. These small lots were sold out many years ago to a great many people and the record owners of the lands are scattered all over the

H.W.Johnson

United States. There are between eight hundred and one thousand owners of lands in this district although it contains but about forty-seven thousand acres, and as I have said, these owners are widely scattered. The indebtedness of this district has been paid and it has never performed any of the functions of an irrigation district, never put aby water upon any lands nor constructed or acquired any water system or system for the impounding or distribution of water, that its continued existence is a cloud upon the title of these lands and renders it absolutely impossible to dispose of them at their market value and until the district is dissolved all this country, some of which lies within the limits of the city of San Diego, is retarded and its development and improvement prevented. It is absolutely necessary to dissolve the district in order to bring the land included within it under cultivation and make it saleable and on account of the fact that there are so many owners of small tracts of land within the district scattered so widely, we have been unable to procure the signature of the requisite number of persons to the petition for the dissolution of the district. Under the general statute for the dissolution of irrigation districts, the petition must be signed not only by the owners of a majority of the acreage within the district, but by a majority of the owners, that is a majority of the persons who own land within the district, and the law does not provide for the circulation of more than one petition. Those of us who have been engaged in trying to bring about a dissolution of

this district have been working on it for more than a year. We have employed men to circulate the petition, to write letters, search the records of the county to find the absent owners, as well as make other search and investigation for such owners, and at the present time we have not procured the signatures of a sufficient number of people to the petition to warrant the calling of the election by the Board of Directors under the existing law. Nobody to whom the petition has been presented has refused to sign it. Every land owner in the district who has been approached upon the subject has signed the petition and apparently done so with pleasure, but as I have said on account of the great number of these owners, our proceedings for the dissolution of the district are held up.

The proposed law will not effect districts which are doing business or are in any way going concerns. It is applicable only to such districts as have never done any business nor owned any water system, and further it applies only to districts whose indebtedness has been paid or is barred by the statute of limitations.

With kind personal regards believe me.

Very sincerely,

F:K

Apr.22,1913.

Hon. Hiram W. Johnson,

Sacramento, Calif.

My dear Governor:

You will remember I saw you in Sacramento relative to the Yuma bridge, but you had so many more important matters that I could only have your attention for a moment, and even then I felt as if I was annoying you, but the situation is this:

The bill for the Yuma bridge has been passed both by the Assembly and the Senate, and is now up to you for signature. I do not come to you as a private individual, but as a representative of the people, being Chairman of the Chamber of Commerce Committee and President of the San Diego-Arizona Highway Association, with such men as Governor Hunt of Arizona, U. S. Grant, Geo. W. Marston, the Imperial Valley Good Roads people, and all of San Diego behind it.

Southern California needs this bridge badly; it is the psychological moment to get it. It will cost $75,000; Arizona has appropriated $25,000. already.

State of California
EXECUTIVE OFFICE
SACRAMENTO

May 3rd, 1913.

George W. Marston, Esq.,
San Diego, California
My dear Sir:-

Permit me to make formal acknowledgment of the receipt by Governor Johnson of your letter of the 26th ult., recommending his approval of the bill providing for an appropriation for the construction of a Bridge at Fort Yuma, across the Colorado river.

Very truly yours,

Alexander McCabe
Private Secretary

Gov. Johnson

The United States Government at the last session appropriated $25,000., it went thru the House of Representatives and the United States Senate unanimously but it was attached to a general appropriation bill, which President Taft vetoed. Congressman Hayden of Arizona and Congressman Kettner of San Diego have assured us that there is no question but what it will pass at this session.

I hope you can see your way clear to sign the bill for the Yuma bridge. There is not a wagon bridge up and down the Colorado river for twelve hundred miles; there is no question but what a national highway will be built via New Mexico and Arizona, because it will be open the year around. I think this will be the first route built on that account.

However, I consider this opportunity a golden one for the State of California as each party in interest is paying its proportion and I hope you can see your way clear to sign the bill.

Very sincerely,

F:K

DAY LETTER

Form 2589

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

THEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

RECEIVER'S No.	TIME FILED	CHECK

SEND the following **DAY LETTER** subject to the terms on back hereof which are hereby agreed to

May 14, 1913.

Governor Hiram W. Johnson,
Sacramento, California,

Kindly with hold signature to Banning bill appropriating Seventy-five thousand for road work until we can present facts for your consideration. This will be appreciated.

Ed. Fletcher.

San Diego, California,
May Fifteenth,
Nineteen-thirteen.

Honorable Hiram W. Johnson,
Governor State of California,
Sacramento, California.

Sir:

We, the undersigned, wish to call your attention to an appropriation of $75,000 passed by the last Legislature, to be used in building a certain road from Banning to Yuma. We feel that this bill should not receive your approval for the following reasons:

1st: It is a local affair and the money should be raised by the county which is benefitted thereby, either from the funds of the District, the general funds of the county, or by private subscription.

2nd: We believe that any money spent on a road through the desert is wasted on account of the drifting sands and lack of water, there being stretches of thirty miles when water cannot be obtained.

3d: The reason for the introduction of this bill and its passage is to offset the enterprise of San Diego citizens in constructing a road through the mountains and to Imperial Valley for the benefit of the citizens of Imperial Valley. It is one hundred and twenty-one miles from El Centro to San Diego and two hundred and sixty-seven miles, El Centro to Los Angeles. San Diego County has spent $400,000 in building a road from San Diego to the west line of Imperial County; an additional $60,000 has been raised by private subscription by the citizens of San Diego for the construction of a road in Imperial County from Mountain Springs to the desert.

We have asked no aid from the State, but we certainly feel that we are entitled to be reimbursed from State funds in case the State of California furnishes $75,000 toward the construction of the Banning-Yuma road. While we are glad to see all the roads built possible anywhere in the State, yet we feel that this is not a just charge against the State in the first place, and particularly so owing to the fact that for nearly a hundred miles thru the Colorado Desert over this route it is not practicable to construct a road on account of the drifting sand, and the appropriation of $75,000 by the State for this purpose is money ~~thrown away~~ thrown away.

Respectfully submitted,

May 22nd, 1913.

Honorable Hiram W. Johnson,
Governor State of California,
Sacramento, California.

Dear Sir:

There has been placed before you by the Legislature of this State a bill appropriating $75,000, said money to assist in repairing of a certain road from Banning to Yuma.

I will be glad to pay the expenses of a man you might send there, your representativw, to investigate this matter, no matter whether his opinion is adverse or not. From the information that I have at hand, this expenditure is a waste of money. One reason is that it is a local affair and any money spent should be raised by the county which is benefitted, either from the funds of the district, the general funds of the County, or by private subscription.

I believe that any money spent on this road is wasted on account of the drifting sands and lack of water, as there are stretches of many miles, in one case thirty miles where water cannot be obtained.

As you probably know, San Diego raised by private subscription $60,000 as a donation to Imperial County and went over into Imperial County and spent that money building a road from Mountain Springs to Coyote Wells. We did it because San Diego is only

August 15,1913.

Hovernor H. W. Johnson,

Sacramento, Cal.

My dear Governor:

I certainly feel that McKee has been punished enough; there are about fifty or seventy-five vigilantes who ought to be in there serving with McKee, for one is as guilty as the other. I don't think it will hurt Kirk to stay in there two or three months longer if there is any choice between the two, but I certainly feel that McKee is entitled to pardon. I have known the man for twenty years; he has a mighty nice wife and family; they are neighbors of ours, and it does seem as if one or two men are being punished for the sins of a hundred or two hundred.

With kind personal regards,

Very truly yours,

F:K

one hundred and twenty one miles from El Centro and we believe that San Diego is the outlet of Imperial Valley, whereas the distance from El Centro to Los Angeles is two hundred and sixty-seven miles, and over almost impassable roads. In other words, it is nearer to go from El Centro to Los Angeles by way of San Diego than across the desert, past the Salton Sea and thru San Bernardino to Los Angeles.

Besides spending $60,000, San Diego has spent $400,000 in building the road to the east line of San Diego County. Los Angeles made up its mind to offset our good work by raising $100,000 to fix up its desert road, but failed. They only raised about $30,000 and now they are asking the State of California to donate out of the General Fund $75,000. I am in favor of all the roads possible under ordinary conditions, but when I propose to you to pay the expenses of your representative to come down and make a report as to the true situation, it certainly indicates the fact that I want to play the game square, and that I am sincere in my assertion that it is money thrown away. San Diego asked for no State aid, but certainly we are entitled to be reimbursed from State funds if the State of California is going to furnish the $75,000 that has been asked for.

Hoping that you will investigate this matter before affixing your signature to the bill, I remain

Very sincerely yours,

F:K

State of California
EXECUTIVE OFFICE
SACRAMENTO

August 23,1913

Col. Ed Fletcher,
San Diego, California
My dear Colonel Fletcher:

Just a line to acknowledge receipt of your letter of the 15th inst. to Governor Johnson, relative to the McKee-Kirk matter. The Governor will return about Monday I think, when your letter will be called to his attention.

Sincerely,

Alexander McCabe
Private Secretary

State of California
EXECUTIVE OFFICE
SACRAMENTO

September 12,1913

My dear Col. Fletcher:

I have your letter in regard to McKee which was duly acknowledged by my office. I don't know whether you are familiar with the matter or not, but for a long time, I have been willing to act for McKee but McKee did not desire action taken in his case unless action was taken for his co-defendant and I have not thought the two could be placed in the same category. I expect - with McKee's consent - to act in his behalf immediately.

Sincerely,

Hiram W. Johnson
Governor

Col. Ed Fletcher,
San Diego,Cal.

Sept. 16,1913.

Gov. Hiram W. Johnson,

Sacramento, Cal.

My dear Governor:

I am in receipt of yours of September 12th regarding the pardon of McKee. You did absolutely right in regard to McKee, and again I say absolutely right as regards to Kirk by leaving him there. I know him altogether too well. McKee has simply been a tool and a fanatic, easily influenced by Kirk. Kirk is the controlling spirit and he deserves what punishment he is getting. On the other hand, there are about seventy-five vigilantes here that ought to be in there side by side with Kirk, for they all violated the law when there was no necessity of it.

With kind personal regards,

Very truly yours,

FK

State of California
EXECUTIVE OFFICE
SACRAMENTO

September 22nd, 1913

Col. Ed Fletcher,

San Diego, California

My dear Colonel:

I was glad to get your letter of the 26th inst. about Kirk and McKee. I reached the same conclusion regarding these men that you suggest. I believe with you that there are many vigilantes in San Diego who ought to be with Kirk in Prison. It is this fact that makes me feel that ultimately I may extend to him clemency.

Sincerely,

Hiram W. Johnson

Governor

STATE OF CALIFORNIA

EXECUTIVE DEPARTMENT.

To all to whom these Presents shall come, Greeting:

Know Ye, *That having been requested, by proper authority, to designate Delegates to represent the State of California at a meeting of the*

AMERICAN ROAD BUILDERS' ASSOCIATION

to be held in Philadelphia, Pa., December 9-12

I, HIRAM W. JOHNSON, *Governor, do, by these presents, designate and constitute*

COL. ED. FLETCHER, San Diego

a Delegate to the before mentioned Convention

This designation is honorary, the Delegate to serve without expense to the State.

Governor of the State of California.

Sacramento, November 28, 1913.

Dec. 1st, 1913.

Hon. Hiram W. Johnson,
Governor State of California,
Sacramento, Cal.

My dear Governor:

I thank you for the appointment to the American Roadbuilders' Association, and if possible I shall attend.

Appreciating the honor,

Very truly yours,

FK

December
Thirty-first,
Nineteen-Thirteen.

Hon. Hiram W. Johnson,
Sacramento, Cal.

My dear Governor:

There was one matter that I forgot about but I wanted to sail into you for and that was your vetoing that Yuma bridge bill. I never was so annoyed in my life, and the following explanation may be of interest.

As you know, we are fighting for the Southern National Highway; I was elected President of the San Diego & Arizona Highway Association and called a convention on the 18th of January last at Yuma. Governor Hunt of Arizona and fifty-four delegates from all over the State of Arizona attended; also about as many more from Southern California. At that meeting we decided to put the bridge across the Colorado River, and wired our Congressman at Washington to introduce the bill. Gov. Hunt pledged the State of Arizona and I pledged the State of California each to raise $25,000, as the bridge will cost $75,000. You know the United States Government and Arizona came thru, but you did not. The result was that I had to get out and raise by private subscription $7000 in San Diego County and the rest in Imperial County, excepting $5000 which came from Los Angeles.

This bridge is almost of national importance, and it seems to me that it was the obligation of the State to do its part. Our route is the only national highway that can

Jan.9th, 1914.

Governor Hiram W. Johnson,
Sacramento, Calif.

My dear Governor:

I am glad that the question is settled and that you will run again. I would rather have had you run for United States Senator and Loveland for Governor, for you both would be elected. When the time comes to campaign San Diego County, I will be glad to go with you and will go the limit to help you in every way possible.

With kind personal regards,

Very truly yours,

FK

be kept open the year around, and it is of direct benefit to the State. Why you killed that bill is more than I know, unless it was that you had to kill them all or sign them all. I refer to the Needles Bridge bill, as well as the $75,000 appropriated to fix up the road to Brawley. I have forgiven you for it already but we are coming back to the Legislature at the next session with a bill asking that this $25,000 raised by private subscription be refunded to us and you cannot make things wholly good with me until we get back our money.

Don't take this letter too seriously because I know the box you were in and we are thankful to get the State Highway from San Diego to El Centro. We are now fixing up the road from El Centro to Yuma and within the last four weeks Yuma County voted bonds to build a first-class road almost to Phoenix. Within eighteen months we will have a first class highway from San Diego to El Paso direct.

I admitt that I consider your work as Governor marvelous and you need not have any fear but what I am right there with the goods boosting your game.

With kind personal regards and hoping that I am heaping coals of fire on your head in this particular instance, I remain, as ever

Very sincerely,

FK

March 10,1914

Col. Ed Fletcher,

San Diego,California

My dear Col. Fletcher:

Recently Governor Johnson received a request from Hon. Franklin K.Lane, Secretary of the Interior, to appoint delegates to represent California, at an Irrigation Conference to convene at Denver, April 9th.

The Governor was pleased to name you as one of such delegates, and I enclose herewith certificate of your appointment. Many matters of importance will come up for discussion at this meeting and it is the desire of both Secretary Lane and of the Governor to have a full attendance from California.

Herewith also is a full list of the delegates appointed to represent this state.

Sincerely,

Alexander McCabe

Private Secretary

LIST OF DELEGATES IRRIGATION CONFERENCE
DENVER - April 9,
1914.

John M. Eshleman,	San Francisco
W.H.Williams	"
W.A.Johnstone	San Dimas
George C. Pardee	Oakland
A.L.Cowell,	San Francisco
John Fairweather,	Fresno
L.A.Nares,	"
Col Ed Fletcher,	San Diego
W.A.Beard,	Sacramento
Arthur Huston	Woodland
M.B.Harris	Fresno
J.L.Craig,	Stockton
W.J.Woodward,	Mantoca
B.A.Goodwin,	"
Burton Smith	Oakdale
P.H.Griffin	Ceres
Thos. Caswell	Ceres
R.L.Hargrove,	Madera
Phil D.Swing,	El Centro
L.L.Dennett,	Modesto
Ed Annear	Modesto
G. McM. Ross	Stockton
W. C. Hunter,	"
Solon Williams,	Yreka,
Marshall DeMotte	Corning
T.A.Norton,	San Luis Obispo
Fred G. Vivian,	King City
Dudley Saeltzer	Redding
Nicholas Luning	Red Bluff
E.J.Yokum	Highlands
E.S.Ellis	Livingston
W.P. Boone	Dinuba
H.L.Carnahan	Riverside
F.M.Walton	Los Angeles

STATE OF CALIFORNIA

EXECUTIVE DEPARTMENT.

To all to whom these Presents shall come, Greeting:

Know Ye, *That having been requested by proper authority, to designate Delegates to represent the State of California at a meeting of the*

Irrigation Conference,

to be held in Denver, Colorado, April 9,1914

I, HIRAM W. JOHNSON, *Governor, do, by these presents, designate and constitute*

COLONEL ED FLETCHER

a Delegate to the before mentioned Conference

This designation is honorary, the Delegate to serve without expense to the State.

Hiram W. Johnson
Governor of the State of California.

Sacramento, March 9, *1914.*

March 27, 1914.

Gov. Hiram W. Johnson,
Sacramento, Calif.

My dear Governor:

It will be utterly impossible for me to go to Denver, as much as I would desire to go to the Irrigation Conference, but one of the best men of this city to sent there is Mr Chas. A. Bradley of Chula Vista, San Diego County, California. He thoroughly understnads irrigation affairs, owns large citrus orchards, is a broad-minded man in every way, and one who will do credit to this county as a delegate.

I hope that you can see your way clear to select him in my place.

Thanking you again for the honor of selecting me as a delegate to the Conference and regretting my inability to be present,

Sincerely yours,

EK

June 10,1914

My dear Col. Fletcher:

Upon my return this week, I found your various letters for all of which I thank you. Particularly am I grateful for your interview in the "SUN" in which you correct the misstatements of the "UNION". The photographs were duly received and Mrs. Johnson was quite as delighted with them as the rest of us. You certainly add to your other accomplishments that of being an excellent photographer.

I note what you say about the newspaper of Wilde in your county. I am endeavoring to take the matter up in some fashion, but to tell you the truth, Colonel, where men are corrupt, as I suspect some of the individuals you mention are, I cannot make much headway against the money on the other side. Fortunately, however, this sort of individual in San Diego is not the State of California, and fortunately for me too, the San Diego "UNION" and those in your city whose sole occupation in life apparently is bending the knee to John D. Spreckels, do not constitute the electorate of the state.

In San Bernardino, I talked to our people there about the matter you and I discussed. They seemed to be quite uncertain

of the situation and some pussy-footed individuals have been suggesting there that it was better to support the Republican nominee than to permit the Democrat to again win. The real men, however, that are with us desire a candidacy that is Progressive. I would like to suggest to you that you have your friends at Riverside see the San Bernardino people, or you yourself go up there and see them. I am confident after my chat with them, that you would have a most excellent welcome.

Sincerely,

Hiram W. Johnson

Colonel Ed Fletcher,

San Diego,California

SAN DIEGO, CALIFORNIA, June 15, 1914.

Gov. Hiram W. Johnson,

Sacramento, California.

My dear Governor:

I am in receipt of yours of June 10th, and contents noted.

It is true that you can count on the fingers of one's two hands the number of men in this city who will get out and protest when the Union knocks. I am going to get out of the business of managing any public utility just as soon as the Lord will let me, and prospects are good that this will be at an early date. When that is done my first effort will be toward getting an independent daily paper started in the city of San Diego; and I realize what an undertaking this is, but know where I can put my hand on $50,000 tomorrow for this purpose, and I will put up the rest, myself. I don't see how I can help the cause any more.

It will be utterly impossible for me to run for Congress. I am morally obligated to stay by my people whose money I have invested, and who look to me to make good. I shan't take on any new business, but by cleaning up what I have I shall be well enough off to satisfy me

for the rest of my life. There is another reason that I will explain later in person, that will satisfy you, I am sure.

By staying with Mr. Henshaw for a year or eighteen months longer at the most, I expect to clean up at least $150,000 or $200,000 profit. I have been working for nine years in an attempt to have the City of San Diego acquire this water system. Henshaw does not even know its value. The Railroad Commission has selected an engineer to put a value on it. I am sure the deal is going through and the value is there. When the water situation is solved and the city controls all that there is left in the county, I shall feel that I have done my part.

The completed project of Henshaw will cost $7,500,000 to the City of San Diego, and you can see how ridiculous this price is compared with the price the Spring Valley people are asking the City of San Francisco. Mr. Henshaw's proposition completed will furnish more water per day, year in and year out, than the Spring Valley system now furnishes to San Francisco. If I run for Congress now, a question whether the deal would be consummated with the city, and if the system is not sold to the city now it never will be, for Henshaw and Harry Payne Whitney will form a mutual water company, and that means a loss of millions to the city of San Diego.

for sooner or later it would have to be condemned.

I am glad that you enjoyed the pictures, and in closing will say that you can count on me to go the limit to help you both. There is no question about your election.

I want to thank you more than I can say for your expressions of friendship and offers of assistance. I am laying my plans now so that two years from now I can make the run, if it is for the best interests of the party.

With kind personal regards, I am

Yours very truly,

F-S

August 4,1914

Col. Ed Fletcher,
San Diego,California
My dear Col.Fletcher:

I have your recent letter in which you show me that a contract has been let for the construction of the Colorado river bridge for $75,000 or thereabouts. Our State Engineer has written me apologizing for his attitude upon this subject and for the figures that once he submitted to me. You were right and he was wrong, and I feel, therefore, that if I am here next year, it would not be unjust that there should be a refund of the $25,000 put up by your people.

Sincerely,

Hiram W Johnson

August 27,1914

My dear Col. Fletcher:

I have just received your note of the 24th enclosing a clipping about the Grape Day at Escondido. None of these good people need to worry at all about my "butting into" a place where there is the slightest opposition. Inasmuch as there has been that opposition, I would not think of attending a celebration where I might not be welcome. This sort of thing, I leave to men like Fredericks who are without pride or sensitiveness.

Sincerely,

Hiram W. Johnson

Col. Ed Fletcher,
San Diego,California

WESTERN UNION
NIGHT LETTER
THEO. N. VAIL, PRESIDENT

Form 2289 K

RECEIVED AT
124GSCD 28 NL

SACRAMENTO CAL AUG 30-1914

COL ED FLETCHER
SANDIEGO CAL

WOULD BE VERY GLAD IF YOU STARTED ORGANIZATION IN LOSNAGELES AS SUGGESTED EXPECT TO HAVE EXCELLENT ONE HERE THIS WEEK AND WOULD LIKE LOSANGELES STARTED THIS WEEK ALSO

HIRAM W JOHNSON.

1122P

Post Collect neutrals
In mesu

Mr Wm Hill
Yarmouth
Norfolk

15.

JC

SAN DIEGO, CALIFORNIA, Sept. 26, 1914.

Gov. Hiram W. Johnson,
c/o Progressive Headquarters,
Los Angeles, Calif.

My dear Governor:

I received word that Imperial Valley was doing absolutely nothing to help along the good work; that only one meeting had been held of the County Central Committee; and nothing had been done to date, so I spent two days in the Valley, and took over five petitions for each town in the matter of starting Johnson-Eshleman clubs.

You will both carry Imperial County by a good majority, but they were so confident there that no work was being done. I started Johnson-Eshleman clubs at Brawley, Holtville, El Centro and Calexico.

At Brawley the Editor of the Valley News has taken charge; at Holtville J. W. Griffin; at Calexico Jack Beekler; and at El Centro E. J. Clark, Chairman of the Central Committee had done absolutely nothing, but I turned over the petitions to him, and he agreed to go to the bat immediately.

At my expense, I authorized Brawley, Holtville and Calexico to each hire a good man at $3.00 a day for a week, simply to stay on the job, the plan being, of course, to get fifteen or twenty of the most prominent men in the town, and after that to get as many Democrats, Republicans and Progressives as would to sign.

I find there is a very strong Democratic vote in Holtville going to both of you. Ed Boyd is going to support you in good shape.

We held a fine good roads meeting in Calexico.

I got out interviews in all the papers endorsing Johnson & Eshleman, and did everything I could to help the game. I will eventually see that Johnson-Eshleman clubs are formed in each town in the Valley. The main thing, however, is to get Democrats and Republicans in each town to come out with an interview and get them published. I am taking all the daily papers in Imperial Valley, and will keep track of what is going on.

Enclosed find article from today's paper, relative to the Johnson-Eshleman Club of San Diego, which is explanatory. Please note that I got Miss Ellen Scripps, sister of E. W. Scripps, on

the Executive Committee of the Johnson-Eshleman Club. I have over 200 good people who have already joined the J-E Club of San Diego, and will publish this list the first of the week, just before you get here.

With kind prsonal regards,

Yours very truly,

F-S

State of California
EXECUTIVE OFFICE
SACRAMENTO

October 30, 1914.

Col. Ed Fletcher,
San Diego, Cal.
My dear Sir:

I have the honor to advise you that the Governor has today designated you a delegate from the State of California to the Fourth American Road Congress, which will meet in Atlanta, Georgia, November 9th to 14th.

Your designation is enclosed.

Very truly yours,

Martin C. Madsen
Executive Secretary.

STATE OF CALIFORNIA

EXECUTIVE DEPARTMENT.

To all to whom these Presents shall come, Greeting:

Know Ye, *That having been requested by proper authority, to designate Delegates to represent the State of California at a meeting of the*

FOURTH AMERICAN ROAD CONGRESS

to be held in Atlanta, Georgia, November 9 - 14

I, HIRAM W. JOHNSON, *Governor, do, by these presents, designate and constitute*

COL. ED. FLETCHER. San Diego

a Delegate to the before mentioned Congress

This designation is honorary, the Delegate to serve without expense to the State.

Hiram W. Johnson
Governor of the State of California.

Sacramento, October 30 *, 1914.*

DELEGATES TO FOURTH AMERICAN ROAD CONGRESS

Atlanta, Georgia, November 9 - 14.

George Flemming	Visalia
Noel E. Graves	Yreka
Thos. E. Gibbon	Los Angeles
Dr. E. F. Auble	Alturas
B. M. Meek	Oroville
Dr. George T. Doyle	Bishop
Philip H. Rice	Santa Barbara
Col. Ed. Fletcher	San Diego
Ralph W. Bull	Eureka
C. D. Blaney	Saratoga
J. A. Marsh	San Francisco
Robert H. Parker	San Francisco
W. B. Whitney	Healdsburg
A. B. Fletcher	Sacramento

AUSTIN B. FLETCHER, PRESIDENT
STATE HIGHWAY ENGINEER OF CALIFORNIA

EDWARD M. BIGELOW, 1ST VICE-PRES.
STATE HIGHWAY COMMISSIONER
PENNSYLVANIA

W. E. ATKINSON, 2ND VICE-PRESIDENT
STATE HIGHWAY ENGINEER OF LOUISIANA

A. N. JOHNSON, 3RD VICE-PRESIDENT
BUREAU MUNICIPAL RESEARCH,
NEW YORK CITY

C. A. MAGRATH, 4TH VICE-PRESIDENT
CHAIRMAN, ONTARIO, CANADA HIGHWAY COMMISSION

I. S. PENNYBACKER,
EXECUTIVE SECRETARY

LEE McCLUNG, TREASURER
FORMER TREASURER OF THE UNITED STATES

CHARLES P. LIGHT,
BUSINESS MANAGER

GENERAL PROGRAMME

FOURTH

American Road Congress

ATLANTA, GA., NOV. 9-14, 1914

LOCAL EXECUTIVE COMMITTEE
OF ATLANTA, GA.

W. TOM WINN, CHAIRMAN
PRESIDENT COUNTY COMMISSIONERS ASSOCIATION OF GEORGIA

FRED HOUSER, SECRETARY
SECRETARY OF ATLANTA CONVENTION BUREAU

Executive Committee

GEO. C. DIEHL, CHAIRMAN
CHAIRMAN GOOD ROADS BOARD
AMERICAN AUTOMOBILE ASSOCIATION

AUSTIN B. FLETCHER,
STATE HIGHWAY ENGINEER OF CALIFORNIA

L. W. PAGE,
PRESIDENT, AMERICAN HIGHWAY ASSOCIATION
DIRECTOR U. S. OFFICE PUBLIC ROADS

RICHARD H. EDMONDS,
DIRECTOR AMERICAN HIGHWAY ASSOCIATION AND EDITOR OF MANUFACTURERS' RECORD

A. G. BATCHELDER,
CHAIRMAN EXECUTIVE COMMITTEE,
AMERICAN AUTOMOBILE ASSOCIATION

JOHN N. CARLISLE, CHAIRMAN
COMMITTEE ON PROGRAM
STATE COMMISSIONER OF HIGHWAYS
OF NEW YORK

The CONGRESS is held under the auspices of the
American Highway Association.
American Automobile Association.
County Commissioners Association of Georgia.

ORGANIZATIONS PARTICIPATING

AMERICAN HIGHWAY ASSOCIATION.
COLORADO BUILDING, WASHINGTON, D. C.
Logan Waller Page, *President*,
Director Office Public Roads.
Fairfax Harrison, *Vice-President*,
President Southern Railway Co.
James S. Harlan, *Chairman Board of Directors.*
Leonard Tufts, *Chairman Executive Committee.*
I. S. Pennybacker, *Executive Secretary.*
Charles P. Light, *Field Secretary.*

AMERICAN AUTOMOBILE ASSOCIATION.
437 FIFTH AVENUE, NEW YORK CITY.
John A. Wilson, *President.*
A. G. Batchelder, *Chairman Executive Committee.*
George C. Diehl, *Chairman Good Roads Board.*

AMERICAN BAR ASSOCIATION—*Special Committee.*
Frederick D. Wadhams, of Albany, *Chairman.*
William D. Sohier, of Boston.
Henry D. Estabrook, of New York.

ALABAMA GOOD ROADS ASSOCIATION.
John Craft, of Mobile, Alabama, *President.*

ARIZONA GOOD ROADS ASSOCIATION.
T. G. Norris, of Prescott, Arizona, *President.*

ARKANSAS GOOD ROADS AND DRAINAGE ASS'N.
C. M. Philpot, of Little Rock, Arkansas, *President.*

ASSOCIATION OF STATE HIGHWAY DEPARTMENTS.
A. R. Hirst, of Madison, Wisconsin, *President.*

BRISTOL TO WASHINGTON HIGHWAY ASSOCIATION.
W. H. Aston, of Meadow View, Virginia, *President.*

CANNON BALL TRAIL ASSOCIATION.
J. R. Bowsher, of Leon, Iowa, *President.*

CAPITAL HIGHWAY ASSOCIATION.
Leonard Tufts, of Pinehurst, North Carolina, *President.*

CENTRAL HIGHWAY ASSOCIATION.
H. B. Varner, of Lexington, North Carolina, *President.*

CHICAGO, BLACK HILLS AND YELLOWSTONE PARK NATIONAL HIGHWAY ASSOCIATION.
H. C. Solberg, of Brookings, South Dakota, *President.*

COLUMBUS-HARRIS COUNTY-PINE MOUNTAIN ROAD ASSOCIATION.
Frank G. Lumpkin, of Columbus, Georgia, *President.*

CONNECTICUT GOOD ROADS ASSOCIATION.
Henry A. Bishop, of Bridgeport, Connecticut, *President.*

COUNTY COMMISSIONERS ASSOCIATION OF GEORGIA.
W. T. Winn, of Atlanta, Georgia, *President.*

DES MOINES, KANSAS CITY AND ST. JOSEPH INTER-STATE TRAIL ASSOCIATION.
W. A. Hopkins, of Lamoni, Iowa, *President.*

FARMERS' EDUCATION AND COOPERATIVE UNION OF AMERICA.
C. S. Barrett, of Union City, Georgia, *President.*

GEORGIA FEDERATION OF ROAD AUTHORITIES.
William F. Eve, of Augusta, Georgia, *President.*

GOOD ROADS CLUB OF GEORGIA.
Fred L. White, of Buckhead, Georgia, *President.*

IOWA GOOD ROADS ASSOCIATION.
Lafayette Young, of Des Moines, Iowa, *President.*

ILLINOIS HIGHWAY IMPROVEMENT ASSOCIATION.
W. G. Edens, of Chicago, Illinois, *President.*

INDIANA GOOD ROADS ASSOCIATION.
C. A. Kenyon, of Indianapolis, Indiana, *President.*

KANSAS STATE GOOD ROADS ASSOCIATION.
P. H. Albright, of Topeka, Kansas, *President.*

KENTUCKY GOOD ROADS ASSOCIATION.
James Bosworth, of Middlesborough, Kentucky, *President.*

LINCOLN HIGHWAY ASSOCIATION.
A. R. Pardington, of Detroit, Michigan, *Secretary.*

MERIDIAN ROAD OR WINNIPEG GULF HIGHWAY ASSOCIATION.
John C. Nicholson, of Newton, Kansas, *President.*

MICHIGAN STATE GOOD ROADS ASSOCIATION.
P. T. Colgrove, of Hastings, Michigan, *President.*

MIDLAND TRAIL ASSOCIATION.
Thos. M. Todd, of Grand Junction, Colorado, *President.*

MONTANA GOOD ROADS CONGRESS.
H. W. Brown, of Great Falls, Montana, *President.*

NATIONAL GRANGE.
Oliver Wilson, of Peoria, Illinois, *Master.*

NATIONAL OLD TRAILS ROAD ASSOCIATION.
J. M. Lowe, of Kansas City, Missouri, *President.*

NEW MEXICO GOOD ROADS ASSOCIATION.
R. E. Twitchell, of East Las Vegas, New Mexico, *President.*

NEW SANTA FE TRAIL ASSOCIATION.
R. H. Faxon, of Garden City, Kansas, *President.*

NEW YORK STATE ROAD BUILDERS ASSOCIATION.
John J. Ryan, of Albany, New York, *Secretary.*

NORTH CAROLINA GOOD ROADS ASSOCIATION.
Dr. Joseph Hyde Pratt, of Chapel Hill, North Carolina, *Secretary.*

NORTH DAKOTA IMPROVEMENT ASSOCIATION.
W. W. Smith, of Fargo, North Carolina, *President.*

OKLAHOMA, TEXAS AND GULF HIGHWAY ASSOCIATION.
W. J. Milburn, of Milburn, Oklahoma, *President.*

OMAHA, LINCOLN, DENVER GOOD ROADS ASSOCIATION.
S. A. Searle, of Omaha, Nebraska, *President.*

OREGON ASSOCIATION FOR HIGHWAY IMPROVEMENT.
Philip S. Bates, of Portland, Oregon, *Secretary.*

QUEBEC-MIAMI INTERNATIONAL HIGHWAY ASSOCIATION.
Howard D. Hadley, of Plattsburgh, New York, *President.*

SOUTH DAKOTA GOOD ROADS ASSOCIATION.
J. W. Parmley, of Ipswich, South Dakota, *President.*

SOUTHERN APPALACHIAN GOOD ROADS ASSOCIATION.
Joseph Hyde Pratt, of Chapel Hill, North Carolina, *President.*

TRAVELERS PROTECTIVE ASSOCIATION—*Good Roads Committee.*
E. B. Smith, of Shreveport, Louisiana, *National Chairman.*

TWIN CITIES-ABERDEEN AND YELLOWSTONE PARK TRAIL ASSOCIATION.

VIRGINIA ROAD BUILDERS ASSOCIATION.
Wm. F. Cocke, of Richmond, Virginia, *President.*

WEST VIRGINIA BOARD OF TRADE—*Good Roads Committee.*
Howard Sutherland, of Elkins, West Virginia, *Chairman.*

WISCONSIN HIGHWAY COMMISSIONERS ASSOCIATION.
H. J. Kuelling, of Milwaukee, Wisconsin, *President.*

WYOMING HIGHWAY ASSOCIATION.
Frank Wood, of Casper, Wyoming, *President.*

DELEGATES TO THE AMERICAN ROAD CONGRESS.

The President and Vice-President of the United States, the Speaker of the House of Representatives, the Cabinet, the United States Senate and House of Representatives, the Supreme Court of the United States, the Representatives of Foreign Governments, the Governors and Lieutenant-Governors of the States and Territories, State Highway Officials, Mayors of cities, and Representatives of the Press are honorary delegates to the Congress. The official delegate representation will be as follows:

All officers and members of the organizations herein listed as participating in the Congress; three state delegates from each congressional district appointed by the Governor of the State; three municipal delegates appointed by the mayor of each municipality; five delegates appointed by each commercial body; three delegates from each educational institution; five delegates from organizations interested in road improvement and not listed herein.

MEETING PLACE.

The sessions of the Congress will be held in Taft Hall in the Auditorium. A room in the auditorium has been reserved for committee meetings and conferences.

REGISTRATION.

All members and delegates are earnestly requested to register as soon as possible after reaching the city. Registration cards, badges, programs, etc., may be obtained from the Executive Secretary, whose office will be located at the Winecoff Hotel from November 2nd until the opening of the Congress on November 9th, at 9 a. m., after which time the registrations will be made at the headquarters office in the Auditorium.

SESSIONS.

National Legislation, Monday, November 9th; State Legislation, under auspices of American Bar Association, Tuesday forenoon; Finance Session (under the auspices of the Bankers' Associations) Tuesday forenoon; The Merit System in Road Administration, under auspices National Civil Service Reform League, Tuesday afternoon; special addresses by men of national prominence on Tuesday; Construction and Maintenance, Wednesday forenoon and afternoon and Thursday forenoon; Traffic, Thursday afternoon; Georgia Day, Friday; Business sessions and consideration of future Congresses, Saturday.

NOTE.—It is expected that the National Administration will be represented by a member of the Cabinet if not by the President in person. As soon as definite arrangements have been made a special announcement will be issued.

PRESIDING OFFICERS.

The following named gentlemen will preside over the various sessions of the Congress:

Austin B. Fletcher, President American Road Congress, State Highway Engineer of California; Logan Waller Page, President American Highway Association, Washington, D. C., Director U. S. Office of Public Roads; Edward M. Bigelow, First Vice-President, State Highway Commissioner of Pennsylvania; W. E. Atkinson, Second Vice-President, State Highway Engineer of Louisiana; A. N. Johnson, Third Vice-President, former State Highway Engineer of Illinois; C. A. Magrath, Fourth Vice-President, Chairman Ontario, Canada, Highway Commission; George C. Diehl, Chairman Executive Committee, Chairman Good Roads Board American Automobile Association; and W. Tom Winn, Commissioner of Fulton County, Georgia, and chairman of local Executive Committee.

WOMAN'S CONFERENCE.

On Tuesday, the 10th, a Woman's Conference will be held under the auspices of the Woman's Department of the American Highway Association, of which Mrs. Robert W. Baker, of Washington, D. C., is Chairman, at the Hotel Ansley, commencing at 10 a. m. Women of national prominence will attend and address the Conference. All women interested in the betterment of the roads are cordially invited to be present.

PARTIAL LIST OF PAPERS AND ADDRESSES TO BE PRESENTED AT THE FOURTH AMERICAN ROAD CONGRESS

General Addresses

FAIRFAX HARRISON, President Southern Railway.
LOGAN WALLER PAGE, Director U. S. Office of Public Roads.
COL. E. A. STEVENS, State Highway Commissioner of New Jersey.
BRIG. GEN. WM. T. ROSSELL, U. S. A., Retired.
JAMES R. MARKER, State Highway Commissioner of Ohio.
Others to be announced.

Drainage Structures

BY W. E. ATKINSON, State Highway Engineer of Louisiana.
Discussion opened by Frank S. Rogers, State Highway Commissioner of Michigan.

System in Road Management

BY C. J. BENNETT, Highway Commissioner of Connecticut.
Discussion opened by Paul D. Sargent, State Highway Engineer of Maine.

Maintenance Methods and Relation to Traffic

BY GEORGE W. COOLEY, State Highway Engineer of Minnesota.
Discussion opened by H. R. Carter, State Highway Engineer of Arkansas.

Convict Labor

BY GEORGE P. COLEMAN, State Highway Commissioner of Virginia.
Discussion opened by J. E. Maloney, State Engineer of Colorado.

Rights of Way

BY AUSTIN B. FLETCHER, Highway Engineer of California.
Discussion opened by ———

Efficiency in Highway Organization, Centralization of Purchases, Etc.

Discussion opened by John S Gillespie, Road Commissioner of Allegheny County, Pennsylvania.

Surfaces for Light Volume Mixed Traffic

BY S. PERCY HOOKER, State Superintendent of Highways of New Hampshire.
Discussion opened by S. D. Foster, Chief Engineer State Highway Dept. of Pennsylvania.

State Control of Road Work as a Policy

BY A. N. JOHNSON, Former State Highway Engineer of Illinois.
Discussion opened by T. H. Macdonald, State Highway Engineer of Iowa.

Engineering Supervision of Road Construction

BY W. S. KELLER, State Highway Engineer of Alabama.
Discussion opened by R. C. Terrell, State Highway Commissioner of Kentucky.

Economics

BY J. E. PENNYBACKER, Chief Division of Economics, U. S. Office of Public Roads.

Educational Field for Highway Departments

BY DR. JOSEPH HYDE PRATT, State Geologist of North Carolina.
Discussion opened by Col. Sidney Suggs, State Highway Commissioner of Oklahoma.

Heavy Traffic Roads

BY HENRY G. SHIRLEY, Chief Engineer, State Roads Commission of Maryland.
Discussion opened by W. A. Hansell, Superintendent of Public Works, Fulton County, Georgia.

Grades and Excavation

BY A. D. WILLIAMS, Chief Road Engineer of West Virginia.
Discussion opened by William J. Roy, State Highway Commissioner of Washington.

National Legislation

Addresses by:—
HON. JOHN H. BANKHEAD, United States Senate.
HON. DORSEY W. SHACKLEFORD, U. S. House of Representatives.
HON. WILLIAM P. BORLAND, U. S. House of Representatives.
Others to be announced.

Civil Service Reform

Speakers and subjects will be announced later by National Civil Service Reform League. It is expected that Hon. John A. McIlhenny, President U. S. Civil Service Commission, and John H. Fahey, President of the Chamber of Commerce of the United States, will be on the program, and that Richard Henry Dana, President of the National Civil Service Reform League, will preside.

Georgia Day

The Georgia Day Program has not yet been made up but will probably include Dr. S. W. McCallie, State Geologist of Georgia, on Road Materials of Georgia, (illustrated); Prof. Charles M. Strahan, Dean of Engineering, University of Georgia; Prof. R. D. Kneale, Associate Professor of Engineering, Georgia School of Technology; Hon. W. F. Bennet, former Member of Congress from New York; Hon. John L. Hamilton, former President American Bankers' Association, Columbus, Ohio; Hon. E. J. Watson, Commissioner of Agriculture, Charleston, S. C.; Judge R. E. Davidson, Chairman Georgia Prison Commission; Hon. John Craft, Chairman Alabama Highway Commission, Mobile, Ala.; Hon. Emery Winship, Chairman Good Roads Committee, Georgia Chamber of Commerce; Gen. Clifford L. Anderson, Fulton County Commissioner, Atlanta, Ga.; and prominent local officials.

Special

The Congress will be addressed by Mrs. Daisy McLaurin-Stevens, President General, United Daughters of the Confederacy, on Monday, November 9th.

EXPOSITION

A great Exposition will be held in the Auditorium, the Gilmer Street Annex and the Washington Viaduct, in which the National Government, the State Governments, and every industry relating to street and road improvement will be represented.

PARTIAL LIST OF EXHIBITORS

Adams, J. D. & Co., Indianapolis, Ind.
American Casting Co., Birmingham, Ala.
American Cast Iron Pipe Co., Birmingham, Ala.
American Sheet and Tin Plate Co., Pittsburgh, Pa.
Amies Road Co., Easton, Pa.
Association of American Portland Cement Manufacturers, Philadelphia.
Atlanta Gas Light Co., Atlanta, Ga.
Austin-Western Road Machinery Co., Chicago, Ill.
Austin Brothers, Atlanta, Ga.
W. E. Austin Machinery Co., Atlanta, Ga.
Baker Manufacturing Co., Springfield, Ill.
Baker & Co., R. D., Detroit, Mich.
Barber Asphalt Paving Co., Phila., Pa.
Barrett Manufacturing Co., New York and Birmingham.
Bausch & Lomb Optical Co., Rochester, N. Y.
Better Roads and Streets, Jamestown, Ohio.
Buff & Buff Manufacturing Co., New York and Boston.
Chattanooga Sewer Pipe Co., Chattanooga, Tenn.
Concrete Age, Atlanta, Ga.
Dixie Culvert and Metal Co., Atlanta, Ga.
Engineering News, New York.
Engineering and Contracting, Chicago.
Engineering Record, New York.
Finley, Sam E., Atlanta, Ga.
Florida Metal Products Co., Jacksonville, Fla.
Federal Motor Truck Co., Detroit, Mich.
Garford Truck Co., Elyria, N. Y.
Good Roads Machinery Co., Kennett Square, Pa.
Greenburg A. L., Iron Co., Terre Haute, Ind.
Gurley, W. & L. E., Troy, N. Y.
Holt Manufacturing Co., Stockton, Cal.
Hvass, Charles & Co., New York.
Keuffel & Esser Co., Hoboken, N. J.
Koehring Machine Co., Milwau..ee, Wis.
Kriegshaber, V. H. & Son, Atlanta.
Lehigh Portland Cement Co., Allentown, Pa.
Manufacturers Record, Baltimore, Md.
Marion Steam Shovel Co., Marion, O.
Mark Nabors & Co., Atlanta, Ga.
Mexican Petroleum Co., New York.
Municipal Journal, New York.
Neal, W. A. & Son, Atlanta.
Pioneer Tractor Co., Winona, Minn.
Power and Mining Machinery Co., Cudahy, Wis.
Ransome Concrete Machinery Co., Dunellen, N. J.
Robeson Process Co., Pennington, N. J.
Russell Grader Co., Minneapolis, Minn.
Rocmac, Limited, Phila., Pa. and New York.
T. L. Smith Co., Milwaukee, Wis.
Southern Portland Cement Mfrs., Chattanooga, Tenn.
Southern Wood Preserving Co., Atlanta, Ga.
Southern Machinery Co., Atlanta, Ga.
Standard Oil Co., New York, N. Y.
Steel Protected Concrete Co., Phila., Pa.
Tarrant Manufacturing Co., Saratoga Springs, N. Y.
The Texas Co., N. Y.
Thew Automatic Shovel Co., Lorain, O.
Troy Wagon Works Co., Troy, Ohio.
Trussed Concrete Steel Co., Detroit.
U. S. Asphalt Refining Co., New York.
U. S. Cast Iron Pipe and Foundry Co., Burlington, N. J.
U. S. Wood Preserving Co., New York.
Universal Portland Cement Co., Chicago.
Virginia Bridge and Iron Co., Roanoke, Va.
Waring-Underwood Co., Phila.
Warren Bros. Co., Boston.
Western Wheeled Scraper Co., East Aurora, Ill.
Wood Drill Works, Paterson, N. J.

GOVERNMENT EXHIBIT

The Office of Public Roads of the United States Department of Agriculture will exhibit two series of miniature models, one series showing the development of road building, from the early Roman roads to the types of road now in use; the other series showing all modern types of road, such as sand-clay, gravel, water-bound macadam, bituminous macadam,, brick concrete, etc. The exhibit will also include models of bridges, culverts and drainage structures, electrically operated models of rollers, crushers, etc., as well as moving pictures, automatic stereopticon, and many interesting wall pictures. This Government exhibit will be the most complete and the most beautiful road exhibit of its kind ever made.

INFORMATION FOR EXHIBITORS

FURNITURE—Exhibitors are advised to write direct to Fielder and Allen Company, 44 Marietta Street, [illegible] prices on office and other furniture. This firm is very reliable and will give the lowe[illegible] possible prices.

SIGNS—Exhibitors are referred to the Massengale Bulletin System, 56 Edgewood Avenue, or the Kent Sign Company, 33½ Auburn Avenue, both of Atlanta, who quote a rate of 18 cents and 20 cents per square foot, respectively, for large signs.

TELEGRAPH—Telegraph offices will be installed in the Auditorium for the use of exhibitors, delegates and visitors. Current rates will be charged.

TELEPHONE—Two telephones will be in the headquarters office of the Auditorium and pay-stations will be installed in the Auditorium, Gilmer Street and the Viaduct.

POWER—A **direct** current will be furnished under the Viaduct and Gilmer Street.

WATER—Water and ice will be furnished by the Pura Water Company and arrangements can be made by exhibitors for supplying their booths, through the Executive Secretary.

DRAYAGE AND STORAGE—The Morrow Transfer Company quotes a rate of 10 cents per hundred on small packages weighing not over 500 pounds, minimum charge, 50 cents. All boxes and machinery weighing more than 500 pounds, 10 cents per hundred, minimum charge, $1.00. Packing cases may be stored in the Auditorium without charge. Exhibitors should address all shipments to themselves, in care of the Morrow Transfer Company, with the number of their booth marked plainly. Shipments should be fully prepaid.

STEREOPTICON AND MOVING PICTURES—A large room on the main floor of the Auditorium has been reserved for the use of the exhibitors desiring illustrated lectures. Exhibitors will be allowed certain hours during the day and evening so as not to conflict with each other. Upon application the Executive Secretary will arrange for these illustrated lectures.

THE BUSINESS MANAGER of the Exposition will be located at the Auditorium and at the Piedmont Hotel, from Novembe 1st, until after the Congress closes.

RAILROAD RATES—The Southeastern Passenger Association has granted a rate of three cents a mile, plus twenty-five cents, for the round trip. This is the lowest railroad rate ever given to a convention. It is expected that the other passenger associations will make a corresponding rate.

SOCIAL FEATURES

On Monday afternoon a reception will be given in the State Capitol by Governor and Mrs. Slaton, to all delegates, visitors and their families. On Tuesday evening at 8-00 p. m. a subscription banquet will be given at the Kimball House. As the number of tickets issued will be limited it is requested that those desiring to attend, communicate with the Executive Secretary as early as possible. On Wednesday afternoon, from four to six o'clock, a tea will be tendered the ladies attending the Congress, at the Georgian Terrace Hotel. On some evening during the Congress, an organ recital and musicale will be given at the Auditorium, one of the features being a chorus of two hundred and fifty trained voices.

The Auditorium contains one of the largest organs in the United States and the city of Atlanta has arranged for an organ recital of one-half hour immediately after the morning session and the afternoon session, to continue throughout the week.

Atlanta's sixteen social clubs have extended their courtesies and privileges to all delegates and visitors wearing the official badge.

Other functions of a social nature will be announced later.

ATLANTA AND ITS ATTRACTIONS

Atlanta is a city of 200,000 inhabitants and is situated at the foothills of the Blue Ridge Mountains with an altitude of 1050 feet above sea level. Its beautiful parks, historic battlefields and splendid automobile roads make it unusually attractive to visitors. Among the points of interest are the Federal Prison; United States Army Posts, Fort McPherson and Fort Walker; Cyclorama Painting of the Battle of Atlanta; Stone Mountain, the largest piece of solid granite in the world; Fulton County Convict System; concrete, brick, asphalt, oiled and plain macadam and sand clay roads in course of construction.

The Imhoff System of sewage disposal will be of special interest to engineers, because of its unqualified success.

ATLANTA'S HOTELS

Delegates and visitors to the Congress are urged to make Hotel reservations at the earliest possible date through Mr. Fred. Houser, Secretary Atlanta Hotel Men's Association, Chamber of Commerce Building, Atlanta, Ga.

ANSLEY, Forsyth and James Sts., European, $1.00 to $3.50, 306 rooms, 275 baths.

ARAGON, Peachtree and Ellis Sts., European, $1.00 to $3.50, 200 rooms, 75 baths.

BRITTAIN'S, 47 W. Mitchell St., European, $1.00 to $2.00, 60 rooms, 20 baths.

CHILDS', 8 S. Broad St., European, $1.00 to $2.00, 65 rooms, 20 baths.

CUMBERLAND, Marietta and Broad Sts., European, $1.00 up, 45 rooms, 14 baths.

EMPIRE, South Pryor and East Alabama Sts., European, $0.75 to $1.50, 55 rooms, 7 baths.

FOLSOM'S, 18 Marietta St., European, $0.50 to $1.00, 45 rooms, 3 baths.

GEORGIAN TERRACE, Peachtree and Ponce de Leon Sts., European, $1.50 to $5.00, 256 rooms, 130 baths.

IMPERIAL, Peachtree and Ivy St., European $1.50 to $2.00, American $3.50 to $4.00, 119 rooms, 59 baths.

NEW KIMBALL, N. Pryor, Wall, Decatur and Peachtree Sts., European $1.00 to $3.50, 400 rooms, 100 baths.

MAJESTIC, 195 Peachtree St., European $1.00 to $3.50, American $2.50 to $5.00, 90 rooms, 45 baths.

PEACHTREE INN, 391 Peachtree St., European, $0.75 up, American $1.50 up, 140 rooms, 40 baths.

PICKWICK, 77 Fairlie St., European $1.50 to $2.50, 80 rooms.

PIEDMONT, Peachtree, Luckie and Forsyth Sts., European $1.50 to $4.00, 400 rooms, 250 baths.

SOUTHERN, 5 N. Pryor St., European $1.00 up, 52 rooms, 16 baths.

STAG, 5 Walton St., European $1.00 to $2.00, 36 rooms, 8 baths.

TERMINAL, Madison Ave. and Mitchell St., European $1.00 to $2.00, 110 rooms, 44 baths.

WINECOFF, Peachtree and Ellis Sts., European $2.00 to $4.00, 200 rooms, 200 baths.

OTHER HOTELS, not members of the Atlanta Convention Bureau, 732 rooms.

Total, 3,391 rooms, 1,386 baths.

For further information concerning the Congress, write
I. S. PENNYBACKER, *Executive Secretary,*
708 Colorado Building, Washington, D. C.

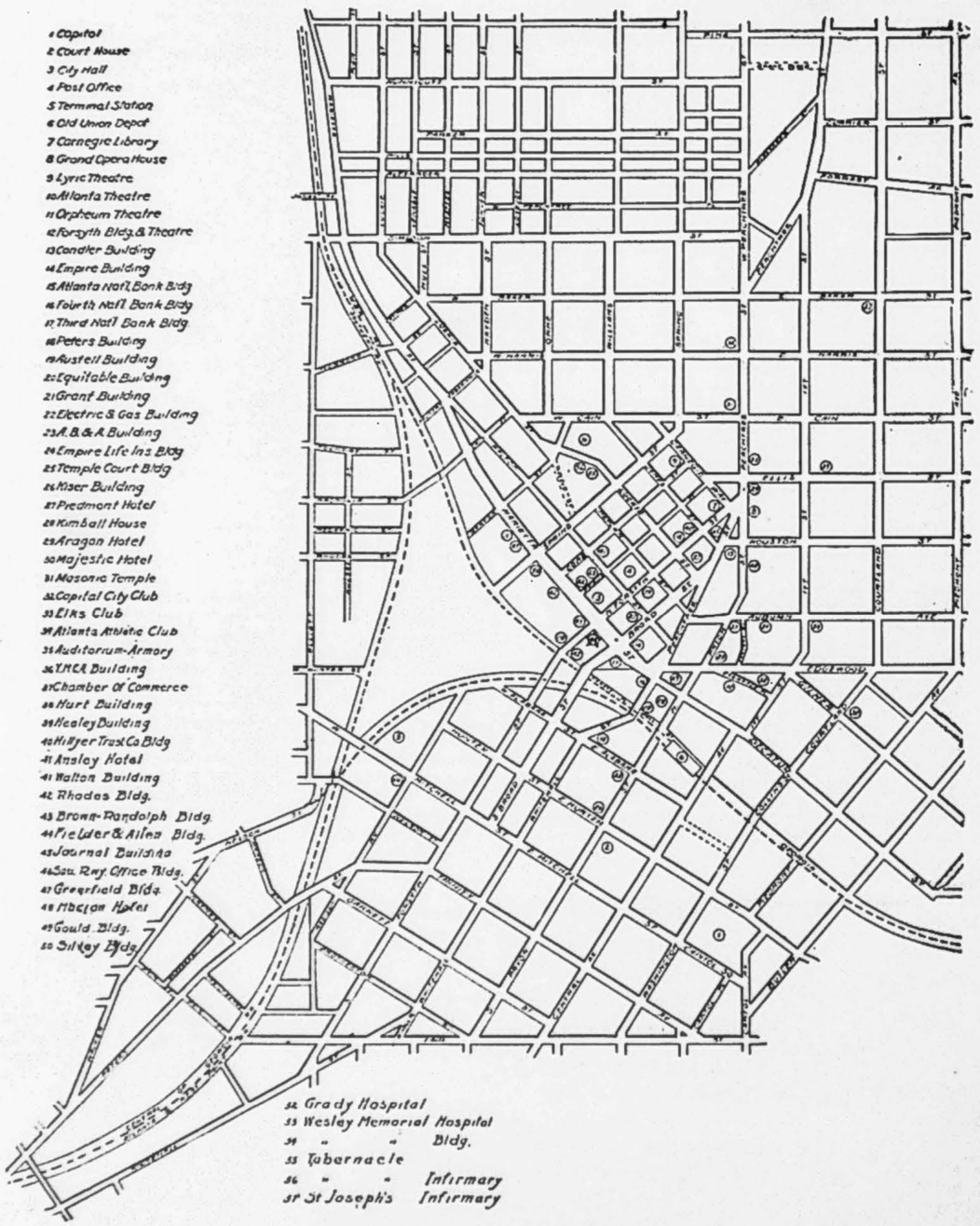
For further information concerning the Exposition, write
CHARLES P. LIGHT, *Business Manager,*
708 Colorado Building, Washington, D. C.

For information about hotel rates and about Atlanta, write
FRED HOUSER, *Secretary,*
Atlanta Convention Bureau, Chamber of Commerce Building, Atlanta, Georgia.

ROAD CONGRESS PROSPECTS

From the *Engineering Record,* New York, August 8, 1914.

If the preparations for the American Road Congress to be held in Atlanta, November 9th-14th, are a reliable indication, the meeting should outstrip even its successful predecessor, the Detroit congress. Already papers have been engaged which should be of unusual value to those in attendance, while the various types of construction promise to be covered in a way not before equalled at any of the road meetings. The extent of the interest already displayed is shown by the fact that forty-seven National, State and interstate organizations have joined in the official call of the congress, thus insuring a large and representative attendance. Furthermore, a most interesting innovation will be a number of sessions for officials of State highway departments, and so great is the interest in this new phase of the activities of the congress that no less than three-fourths of the States have indicated that their officials will be present. The benefit which may spring from free discussion among men from different sections of the country, all engaged in the the same kind of work and confronted with the same problems, is inestimable. Furthermore, the joint committee of the American Bar Association and the American Highway Association, which has been working on the codification of State highway laws, is making excellent progress and will have a substantial report ready for the congress. Under these circumstances it hardly need be urged upon those interested in highway work throughout the country to make early preparation to attend the songress. While this seems an early date for this suggestion, experience in the past has shown that laymen highway boards do not always appreciate the advantages to their organizations of sending their engineering and administrative officials to a congress of this sort. By placing the matter before them at an early date time is afforded for impressing upon them the educational value of attendance at a congress such as this. There is no other meeting or opportunity of such value t- the highway builder as is afforded by the American Road Congress. This cannot be too strongly emphasized. The benefit primarily is to the organization and not to the individual, for the information gained conduces not so much to individual advancement as to greater efficiency in handling road problems.



November 14,1914

Col. Ed Fletcher,

San Diego,California

My dear Col. Fletcher:

You have not heard from me before this because all my time since election, I have spent in the hospital with my first born who has been very, very ill. He is now I think on the road to recovery and I am just beginning to acknowledge the debt of gratitude that I owe to very many loyal supporters. There is no greater debt of mine to any man in the state of California than to you.

I appreciate more than I can tell you, your great contribution to the wonderful result. I thank you very, very much.

Sincerely yours,

Hiram W. Johnson

December 10,1914

Col. Ed Fletcher,
San Diego,California
My dear Col.Fletcher:

I have just before me your letter of December 5th, and I was very glad to get it. I don't care whether you are on any Committee or not. I recognize you as one of the best friends of the Progressive cause in the south, and beyond that, I feel that to you personally I owe a great debt, and beyond all that, the personal regard that I have for you, transcends anything of a political character.

I should be delighted to be in touch with the Progressive County Committee at any time. There is nothing in the way of patronage to dole out in different counties now, as you can readily understand, but occasionally something arises about which I wish information or cnncerning which I want to consult with our friends in San Diego county. In the past I have not known whom to turn to except to yourself or to Judge Sloane or Mr. Luce, and therefore I have always written directly to you gentlemen.

Send me, please, a list of the Progressive Committee in San Diego county.

Sincerely,
Hiram W. Johnson

June 17, 1915.

Col. Ed. Fletcher,
920 Eighth St.,
San Diego, Cal.
My dear Colonel:

I have just received your letter of June 15th. I am awfully sorry that you are unable to see your way clear to get into the field this year, but I can realize what a sacrifice it would be to you at this time, and therefore I can't find it in my heart to blame you.

What a glorious thing it would be if you could start another paper in San Diego, as you suggest!

Everything is moving along well with us. There are only one or two places in the whole state in which I could hope for any better conditions. One of these places, undoubtedly, you can guess.

I haven't forgotten that I am going to let you know when we go north so that, if convenient, you may come with us. Just as soon as the itinerary is fixed, I will write you and it would afford us all the greatest pleasure if you could accompany us.

Sincerely,
Hiram W. Johnson

The New Willard Hotel,

Washington, D.C.

January 31, 1918.

Hon. Hiram W. Johnson,

United States Senate,

Washington, D.C.

My dear Senator,

Since my arrival in Washington I have fully appreciated how impossible it would be for you to grant my request telegraphed you from Kansas City.

We have had two days hearingsbbefore the Public Lands Committee of the House, and I have at least made an impression sufficient to deter the committee from taking immediate action. If there ever was a public utility entitled to justice, it is the Cuyamaca Water Company in this case, for, as I told you before, it is purely a matter of personality; Spreckels and his henchmen fighting me in every way possible, as they always have done since I took an active interest in political affairs.

I have this one request to make, that at your leisure you read the brief which I filed with the Public Lands Committee, a copy of which is enclosed herewith, in order to familiarize yourself with the subject. I sincerely trust you will be able to see your way clear to be at the hearings before the Senate Committee whenever the bill is brought up. I ask no favor beyond your giving a little time to investigate the case and shall be quite satisfied with your course of action when you have decided on its merits.

Can you tell me if a bill in this case has ever been

introduced in the Senate. I have made enquiries, but have been unable to find out. If one has been introduced I would be glad if your secretary could drop me a line to the Willard, giving me thenumber.of the bill.

It would also be a great favor if your secretary could let me know from time to time what progress the bill makes, if one has been introduced. All I ask of the Committee is a resonable time, say two or three weeks in order that I may put in an appearance and give testimony.

Now that I am on the spot I fully recognize the pressure under which you and your colleagues are working, and will not, therefore take your time by calling on you, much as I should like to do so.

Assuring you of my highest personal regards,

I am,

Yours sincerely,

June 6, 1918.

Hon. Hiram W. Johnson,
U. S. Senate,
Washington, D. C.

My dear Senator:

Enclosed find copy of letter to Reed Smoot, with enclosures, which are Explanatory. Kindly keep an eye on this bill.

Yours very truly,

Manager.

F-S

CLASS OF SERVICE DESIRED

Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1206

Receiver's No.

Check

Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

San Diego, California, June 24, 1922

Senator Hiram Johnson,
Washington, D. C.

We are building Warner Dam three hundred men at work. It is earth construction and must be completed before next winter's rains. This dam when completed will hold two hundred thousand acre feet of water and is of vital necessity in development of Northern San Diego county We secured temporary permit to build power line across La Jolla Indian Reservation as we need immediately five hundred horsepower of electricity to expedite work. Practically all of power line completed when Indian Agent revoked permit. Situation desperate. Must have immediate relief by temporary permit to proceed with construction of power line first of this coming week Our people will put up any reasonable bond for damages if desired Urge you get immediate action on Indian Service to grant temporary permit Prompt action imperative

ED FLETCHER

Chg Fletcher Co

October 27, 1938

AIR MAIL

Honorable Hiram W. Johnson
2000 Mills Tower Bldg.,
San Francisco, California

My dear Senator:

The Fallbrook Public Utility District of Fallbrook is a going concern and they are endeavoring to secure a domestic supply of water for Fallbrook from the San Luis Rey River. They are now dependent upon wells alone.

State Engineer Hyatt has issued them a permit to take water out of the river - there is no other source of water supply, the town is growing and they must have water. I understand now there is practically no opposition against the Fallbrook people taking water out of the San Luis Rey River and particularly as they are within the watershed. The number of the Project is Calif. 1868. The plan is to spend$136,319,of which $62,514 is to come from the PWA.

In conference with Mr. Madden, the Engineer in San Francisco, he says everything is clear from his office. I contacted Mr. K.W.Decker in the Project Department and his Regional expeditor. Mr. Decker reports everything is in the clear and approved by California and the matter is in Washington for final approval. The man to see, so I have been informed, is H.H.Gray, Assistant Administrator in Washington. The Fallbrook Public Utility District have their part of the funds absolutely assured - we are just awaiting final approval from Washington.

If there ever was a project that deserves assistance, the above is one. As a personal favor, I ask you to please immediately wire Mr. H.H.Gray, Assistant Administrator, and find out what the status of the project is and what more, if anything, must be done to get favorable action. Anything you can do will be gratefully appreciated.

With kind personal regards,

EF/jv

Sincerely yours,

October 27, 1938

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Honorable Hiram W. Johnson
2000 Mills Tower Bldg.,
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With kind personal regards,

EF/jv

Sincerely yours,

ED FLETCHER

December 1, 1938

Senator Hiram W.Johnson
2000 Mills Tower
San Francisco, California

Re:-FALLBROOK PUBLIC UTILITY DISTRICT
Docket No.Calif. 1868

My dear Senator:

Enclosed find copy of letter dated November 17th received from Mr. H.A.Gray to the President of the Fallbrook Public Utility District.

I am hoping that you will write him personally, and urge that the PWA find a way to put up their share of the money to carry on a work that is vitally needed to protect the Fallbrook Public Utility District.

With kindest regards,

Sincerely yours,

(Signed) ED FLETCHER

EF/jv
Encl.

cc-Mr.G.E.Lamb: For your information

The Life of Sen. Hiram W. Johnson

CALL-BULLETIN 8/13/45

Selected Own Epitaph On Rainy Day

By JANE ESHLEMAN CONANT
Call-Bulletin Staff Writer (Daughter of the Late John M. Eshleman, Lieutenant Governor When Hiram Johnson Was Governor)

Hiram Johnson—to whom San Francisco paid final tribute today—chose his own epitaph one stormy afternoon thirty-four years ago.

It was just after the 1911 session of the Legislature, Hiram's first as governor, and a tough one. He had presented his now-famous reform program and literally pushed it through a hostile Senate and Assembly.

Johnson and Frank Snook, an old friend from Sacramento, were driving to Los Angeles. It was raining; Johnson was tired, and Snook commented on the heavy burden Hiram had been carrying.

"You shouldn't work so hard," Snook said. "You'll kill yourself this way."

"Maybe, Frank," the governor said slowly, "but—"

He paused, lost in his own thoughts, then went on:

"When I'm dying, if one—just one — plain, ordinary American citizen stands by my bed and says, 'Johnson, you made life a little bit easier for me'—well, that's the only monument I ever want."

* * *

Actually, Johnson's reform program is his monument. Among his measures were the workmen's compensation bill (which his opponents claimed would "ruin business"), the women's pension law, provision for the initiative, recall and referendum and prison reform.

Carries Out Pledge

He carried on his fight against the old Southern Pacific political machine, with legislative action, making good his campaign promises to "give government back to the people."

The 1911 Legislature passed the public utilities bill which reorganized the old, flabby Railroad Commission and gave it the authority to regulate and control the state's transportation, power, water and other utility firms.

My father, the late John M. Eshleman, had been elected to the commission when Johnson was made governor in 1910, and now became its president. Johnson placed in his hands the job of erasing the old abuses—the rebates to the big shippers, the free passes to the politically important—with which the railroad had helped to hold its grip on the state's politics.

Rail Board Action

At that time, the commission had one employe, Miss Hilda Krause. It met periodically and disinterestedly—and did little.

But in 1911 it became a strong force in the state, did its work ably, and ultimately carried out Johnson's "kick the Southern Pacific out of politics" campaign pledge.

This worked both ways, as a matter of fact.

Years later, William F. Herrin, general counsel of the railroad and Hiram's primary campaign target, told my father:

"You know, we thought you were going to put us out of business. But instead, you did us a favor. We're in better shape now than we ever were."

If this chapter of the Johnson life story seems to dwell on my father's part in it, it is only because he was one of the closest to Hiram, and the man Johnson hoped to see follow him as governor. There was deep affection between the two men, and mutual respect.

When my father died in 1916, Johnson said:

"I am broken-hearted. I loved Jack Eshleman as I have cared for few men. I was hoping and planning that he might be my successor as governor . . . The generations of his children and his children's children gratefully and reverently will point to (his) lasting achievements in California's liberation from the commercial tyranny of the transportation companies."

Words to that effect are being said about Hiram, today.

* * *

During his long public career, Johnson was more often on the attacking than the receiving end in political encounters; he hurled the challenge and the other fellow took it.

But Warden James A. Johnston of Alcatraz remembers a time when Hiram himself took it—and from a little girl.

Worked Long Hours

Johnston was named chairman of Hiram's State Board of Control, an agency he set up as governor to supervise and bring business-like efficiency to the other state departments.

In those early days of 1911, Johnson's first year as governor, they used to work all kinds of hours—nights and Sundays included. One Sunday morning, Johnston had some work to do in the Capitol, and he took along his small daughter Muriel, now Mrs. R. A. Chapman of Ross.

The governor was in his office that morning, and Johnston and Muriel stopped by to say hello.

Hiram took the little girl on his lap and let her play with a handsome ring he wore. As she tugged at it, he said:

"Oh, you can't get that off—"

"I'm too stout."

Little Muriel regarded him gravely for a moment and then declared solemnly:

"Yes, you ARE a fatty, aren't you?"

The joke was on the governor, and he roared with laughter.

Prison Reform

The treatment of wards of the state was always close to Hiram's heart. In the old days, prisons had been governed by men who had been sheriffs or constables—they wore broad-brimmed hats, carried guns and weren't too gentle with their charges.

On the Board of Control, on which he served with John Francis Neylan and the late Clyde Seavey, "Jim" Johnston had become interested in the prison system. It was part of his job to study the prison managements along with other parts of the state administration.

Johnston often brought prison matters to Hiram's attention and discussed adjustments and reforms—but it was still a surprise to him when the governor, in the midst of an investigation of Folsom, told him:

"I think you'd better go up there and be warden."

"But, governor," objected Johnston, "I don't know anything about running a prison."

"Fine!" replied Hiram. "You won't have any bad habits to forget."

Drafting Aide

Martin C. Madsen, then a San Francisco newspaperman, had served as publicity man for the Lincoln-Roosevelt League during the 1910 campaign in which Johnson was elected governor.

One morning Hiram telephoned Madsen from Sacramento and told him:

"I want you to come up here and be my executive secretary."

Madsen demurred.

"I think I ought to talk this over with the people here—maybe they want to keep me on the job with the league," he said.

"All right," said Hiram. "You go ahead and discuss it with them; talk it over thoroughly—and then you pack up and come here on the night train and report in the morning!"

Madsen and Alexander McCabe, now a San Francisco real estate man, became Johnson's secretaries. They had their share of stormy sessions with their brilliant, temperamental chief—and they saw the human side of him.

On one late winter evening, Madsen was at his desk in the capitol. The door stood open; only one light was on, and the corridor outside was dim.

Madsen saw a shadowy figure outside.

"Come in," he called.

The figure hesitated — then into the office slowly came an old woman.

"I want to see the governor," she said, hesitatingly.

"He's gone home," Madsen told her. "You can see him in the morning."

Hearing for Anyone

The old woman haltingly told Madsen her story.

"My boy's up at Folsom," she said. "They're going to hang him on Friday. I want a reprieve—I want to get some new evidence."

Madsen admits the woman aroused his own sympathies. The next morning he approached Johnson about the case.

"Why, Martin, we talked that all over," Johnson said. "You, yourself, told me it was a case in which there was nothing I could do."

"I told him," Madsen recalls, "that I wanted to make that old woman feel that the humblest citizen in California could come to the governor and get a hearing.

"Johnson just looked at me. Another man might have called me a softy—scoffed at me. But he understood.

"'All right, how much time do you want to give him?' he said—and signed the reprieve."

During those days, Johnson used to walk from the governor's mansion on H street to the capitol building through the old Sacramento Grammar School yard, where he had played baseball as a boy. He was still a baseball fan, and watched as many games as he could.

He had a smart new electric automobile—the kind whose batteries had to be charged all night—and many times he and his capitol co-workers drove to the movies in it.

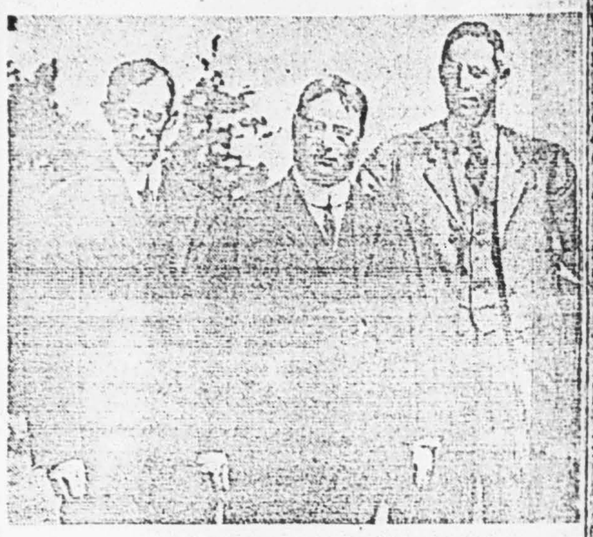
"Hiram saw every movie that ever came to Sacramento," one friend says.

About four months after he was elected, Hiram summoned an associate and announced, furiously:

"I'm going to resign. I came up here to be governor, to enact legislation—and I'm driven to death with job seekers. I'm through!"

He stayed on, however—setting aside Thursdays as "job seeker" days.

(Tomorrow—The Japanese land law, the "Bull Moose" campaign and Johnson's election to the Senate.)



DURING SECOND CAMPAIGN

This picture shows Hiram Johnson (center) during his second campaign for governor, in 1914. With him are the late Lieutenant Governor John M. Eshleman (left), who served with Johnson during his second term, and Ed Fletcher, now state senator from San Diego. Senator Johnson was the only California governor to be elected to two terms.

'Pitcher'

During his first term as governor, Hiram Johnson pitched the first ball to open the Coast League season in Sacramento, in 1911. In his left hand is cap of the Sacramento team's pitcher, Frank Arrellanes.

FLETCHER MAY BE CANDIDATE FOR CONGRESS

Imperial Paper Boosts Him; Colonel Says He Hasn't Considered It.

Col. Ed Fletcher, a member of the Progressive party in San Diego, may announce as a candidate for congress against William E. Kettner, the Democratic incumbent.

Fletcher said today that he has made no definite decision, but he is highly pleased with an editorial in the Imperial Valley Press in which he is picked as the ideal candidate for the place.

Congressman Kettner has already announced that he will run for re-election.

Regarding the editorial in the Imperial paper, Fletcher said today:

"I certainly appreciate the compliment given me by the Imperial Valley Press in suggesting that I am large enough man to represent this district in congress. I have given the matter no consideration whatever; nevertheless I am glad to have this expression and to know that my efforts to bring into closer relationship San Diego and Imperial counties are appreciated."

Recommends Fletcher

Here is the editorial, in part endorsing Fletcher:

In this district there is reason for dispassionate consideration of this question; for, however popular Congressman Kettner may be personally, the evidence is not at hand to show that he has accomplished the works the people of the district have been most anxious to see done. So far as the record that has reached this office goes, it can simply be said that he has counted one on party questions. Possibly the Press does him an injustice, and if the record runs beyond this point, this journal would be pleased to see it.

It does not necessarily follow that the next congressional candidate will hail from San Diego, but if it should prove that that city should bring out the man, it ought to be some person who has the reputation of accomplishing things and whose political ideals point upward. There must be a number of such men in San Diego, men like Col. Ed Fletcher, for instance.

The Press does not know whether Col. Ed Fletcher would accept this office, but his reputation for doing big things and for standing squarely for the better things is not limited to San Diego.

Ed Fletcher Papers

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