

Rolla Clymer correspondence

Section 108, Pages 3211 - 3240

This series of the Rolla Clymer collection includes sent and received correspondence arranged chronologically beginning in 1909. With few exceptions, the correspondence provides a continuous and very complete view of his activities. Much of the earliest correspondence in the Clymer collection pertains to information about the College of Emporia for the period Clymer was a student there. Scattered throughout the remainder of the correspondence is information about Emporia athletics and alumni activities and letters with former classmates. From 1914 to 1918, Clymer was editor and manager of the Olathe, Kansas, Register. In 1918, Rolla Clymer moved his young family to El Dorado, Kansas, where he became editor and manager of the El Dorado Republican. Except for a six month hiatus in 1937 as editor and manager of the Santa Fe New Mexican in Santa Fe, New Mexico, Clymer served the remainder of his professional career in El Dorado.

In his later years, Clymer devoted much of his time to efforts to preserve the Kansas Flint Hills region which he dearly loved. In addition to newspaper editorials, he wrote and published numerous widely circulated articles and poems about the Flint Hills. Perhaps his best known tribute was his poem "Majesty of the Hills," which helped earn him the designation as Poet Laureate of the Flint Hills. Rolla Clymer died on June 4, 1977, having been the editor of the El Dorado Times for fifty-nine years. For a complete contents list of the Rolla Clymer collection, see the External Links below.

Date: 1909-1977

Callnumber: Rolla Clymer Coll. #9, Box 1 - 49

KSHS Identifier: DaRT ID: 229011

Item Identifier: 229011

www.kansasmemory.org/item/229011



Rolla Clymer correspondence

CHAUNCEY B. LITTLE
2d Dist. Kansas

HOME ADDRESS
OLATHE, KANS.

Congress of the United States
House of Representatives
Washington, D. C.

January 27th, 1926

Mr. R. A. Clymer,
ElDorado, Kansas.

Dear Mr. Clymer:

Your kind letter of January 23rd received and was mighty glad to hear from you. In so far as having a grievance against you, it is just the opposite. I have nothing but the highest regard. I would not have written you about the matter except for the fact that I have always spoken well of you and have watched your career with much interest. Your article hurt my feelings. However, your letter is proof that you did not mean to injure your old friend.

I now recall when you left Olathe I said to my good father that we had lost a friend and that the Pettyjohns and Hodges would continue their fight on us. You will recall how friendly they were in those days and how Charles Pettyjohn was my enemy because I did not think the Hodges brothers the two greatest men who ever lived. Later on they became the bitterest enemies and the fire of hate still burns. Then the Hodges and I buried the hatchet until a year ago last spring, when Frank wanted to be a delegate to the Democratic National Convention in New York. I could not see my way clear to support him, but with some friends got behind E. F. Alexander, a man who has done as much for me as any one in the world, and he was selected. Since that time Hodges have been my bitter enemies.

They opposed me for the nomination for Congress and were against me at the general election all because I was loyal to a man who had been my friend at all times.

I have a few copies of the Woodrow Wilson memorials and will send you one. I wish you the best of luck. You are a young man and have many years before you. My wish is for you to climb to the highest rung of the ladder in your chosen profession.

Mrs. Little joins me in extending you and Mrs. Clymer best wishes.

Sincerely yours,

CEB:G



MISSOURI-INTERSTATE PAPER CO.



608-610 WYANDOTTE STREET

KANSAS CITY, MISSOURI

28, January, 1926

The Times
Eldorado, Kans

Gentlemen:

We acknowledged under date of the
27th the receipt of your order calling
for 250 special envelopes 9½x15 made from
40# Manila.

After having estimated the cost of
these Envelopes today, we thought it better
to write you stating what these 250 Envelopes
would cost you before proceeding with the
manufacture. The cost F. O. B. Kansas City
will be \$7.35 for the 250 envelopes ordered,
and will ask you to kindly advise us if this
price is satisfactory, and if we shall proceed
with the manufacture.

Yours very truly

MISSOURI-INTERSTATE PAPER CO

DSN L

D. B. NORRIS

Brother Jonathan Bond 17x22 - 20 lb., White

Rolla Clymer correspondence

Dodge City Daily Globe

BY J. C. DENIOUS
DODGE CITY, KANSAS

January 28
1926

Mr Rolla A. Clymer
The Times
Eldorado, Kansas
My dear Rolla:

We were all mighty sorry to learn of your illness which prevented your attendance at the Salina meeting. It may interest you to know, however, that your paper which was read by Jess Napier proved to be one of the best things we had on the program. Everybody in attendance was delighted with it, and there was more enthusiastic comment about it than about any other feature of the program.

John Mack took the manuscript in order to reproduce it in the Jayhawker Press, but promised to return it to you later.

Sincerely hoping that the flu will deal gently with you and thanking you for your fine cooperation, I am

Sincerely yours,

J. C. Denious

Rolla Clymer correspondence

January 28, 1926

My Dear Wilfrid:-

It happens that we do not need an operator such as you describe, right now, but I shall keep your letter on file and remember the circumstance. I do not know of a makeup man, either, at this time. I suggest that you write to R. M. Coffelt, care of the Department of Printing, Kansas State Teachers College, at Pittsburg. He trains printers and usually has some good men on the string.

I am glad that we headed off the move of your rival before the postal department. I had been kept in close touch with the situation by Congressman Ayres and believe that he helped us a lot.

Sincerely yours,

Rolla Clymer correspondence

January 28, 1926

Mr. E. W. Rice,
District Sales Manager
Kellogg Sales Company,
Kansas City, Mo.

Dear Mr. Rice:-

Please don't ever think it necessary to query The Times as to our willingness to send out any broadsides on All-Bran or any other of your products. Just send them along when you have them and be assured that we will take care of them. We are always mighty glad to accomodate you in this small way. Our grocery list is growing nicely here and it will take about fifty of the broadsides to cover the field. Fire them along and we will mail them out just as promptly as possible.

Business is mighty brisk this winter in this territory and we hope that Kellogg's is getting a bit more than its share. I have been eating at restaurants some lately and have noted increasingly the calls for Kellogg's bran products particularly at the breakfast hour.

Sincerely yours,



J. A. CARPENTER
PRESIDENT
I. W. CARPENTER
VICE PRESIDENT
H. F. FIELD
TREASURER
E. R. JONES
SECRETARY

KANSAS CITY PAPER HOUSE

PAPER
FOR PRINTING AND WRAPPING

722 & MAY STREETS
KANSAS CITY, MO.

January 28, 1926

Times Publishing Co.
El Dorado, Kans.

Gentlemen:

We are pleased to acknowledge receipt of your order but it finds us temporarily out of the 17x22-24 Hammermill Writing, so we are asking Omaha to ship this direct to you from there.

We are going to ask that you kindly send us in the expense bill and we will give you credit for the difference between the Omaha freight and Kansas City freight.

Thanking you for the order and awaiting your future ones, we are

Yours very truly,

KANSAS CITY PAPER HOUSE

J. D. Thompson
SALES MANAGER

HDT:BC

**SPRING BUYING
SEASON
KANSAS CITY**

EVENTS
SOUTHWEST RETAIL MERCHANTS
COUNCIL - FEB-8-9
MILLINERY STYLE SHOWS
FEB. 1-4-8-11-15
READY TO WEAR FASHION SHOW
FEB. 9
THEATER PARTY - FEB. 10
MARKET WEEK
FEB. 8-9-10-11-12-13

Rolla Clymer correspondence

4516

Form No. 8
APPLICATION FOR AUTOMOBILE LICENSE.

DO NOT WRITE IN THIS SPACE.

License No.	Date.	El Dorado, Kansas,
		1-27-1926

RECEIVED OF R. A. Clymer

\$ 8.00 for application for registration of automobile described as follows:

(Name of car.)	(Style.)	(Engine number.)
<u>Ford Sedan</u>	<u>11298575</u>	
(Year.)	(Model.)	(Horsepower.)
<u>1925</u>	<u>J</u>	<u>20</u>
		(Gross weight.)
		<u>2700</u>

Treasurer of Butler County.

I hereby certify that I am the owner of the above-described automobile, and hereby make application for registration of same.

(City)	(Name license to be issued in.)
<u>El Dorado</u>	<u>R. A. Clymer</u>
(City or town.)	(Street number.)
	<u>1001-S. Denver</u>
	(R. F. D.)

NOTE TO TREASURER.—Be sure to send original of this to Secretary of State, Topeka, Kan., with remittance of 50 cents for each application. Please number each application.

11-298-a

Rolla Clymer correspondence

January 29, 1926

Mr. J. C. Denious,
Dodge City, Kansas

My Dear Jess:-

I was mighty glad to hear from you today. I felt like a dirty dog last Thursday when I blew up with the flu and realized that a trip to Salina was out of the question. I fired in the paper on the theory that you might use it to plug a hole. I didn't want you to use it for any other reason. I note what you say about it and thank you; if it helped any at all toward the success of your program I am content. I was mighty sick for a couple of days and have only been able to find my legs the last day or so. This flu certainly takes the tucker out of a man. I didn't go to Kansas Day because I wasn't feeling fit, and feel rather lost today. I haven't missed that event for some time.

I wish to congratulate you on the fine year the Kansas Press Association had under your presidency but it was only to be expected. I hope I can see you some time soon and have a good visit. I certainly missed seeing all the fellows at the Salina meeting; my absence meant a lot more to me than anybody else.

Sincerely,

Rolla Clymer correspondence

January 29, 1926

Missouri-Interstate Paper Company,
Kansas City, Mo.

Dear Sirs:-

The price you quote on the special order of 250
40# Manila envelopes size 9½x15 (\$7.35 f. o. b. Kansas City,) is all right. Please go ahead and get this order out at once. Be sure that the gummed flap is for the 15-inch side.

Very truly yours,

THE TIMES PUBLISHING COMPANY
per

Rolla Clymer correspondence

January 29, 1926

Mr. E. H. McReynolds,
Editor Missouri Pacific Magazine,
St. Louis, Mo.

Dear Mr. McReynolds:-

In regard to your letter regarding the routing of our paper, will say that we buy an average of four cars per year from the Minnesota & Ontario Paper Company. Eldorado is served by two lines--the Santa Fe and the Missouri Pacific. We are importuned for our business by the traffic men of both companies, and we call both roads our friends. Therefore, we divide our business equally between them and specify routing instructions with each order. This has proved a satisfactory arrangement for several years and one that we do not care to change. For this reason, it will be impossible to accede to your request much as we would like to do so.

Very truly yours,

THE TIMES PUBLISHING COMPANY
per *[Signature]*

Rolla Clymer correspondence

THE CRAMER-KRASSELT CO.
ADVERTISING
C-K BUILDING
MILWAUKEE AND MICHIGAN STREETS
MILWAUKEE

January 29th, 1926.

To the Publisher:

Further referring to the "General Instructions" recently forwarded to you in connection with the 1926 newspaper advertising campaign for the dealers of The Maytag Company, Newton, Iowa, in order to enable us to perfect our records at this office, it will be necessary for us to receive information indicated as follows:

Will you kindly advise us by return mail:

1. What is your rate to local advertisers?
2. At what net rate has the local Maytag advertising heretofore been billed to the Maytag dealer in your city, previous to our taking over this local space.
3. Was the rate accorded to the local dealer subject to a cash discount and if so in what amount.
4. Will you please send us a copy of your local rate card.
5. Kindly inform, also, as to whether the local dealer buying space at your local rate receives the advantage of your full circulation for his advertising or whether the local rate includes only local circulation? In case local advertisers do not receive advantage of your outside circulation, will you please advise us the quantity of outside circulation which does not carry local advertising purchased on the basis of your local rate card.
6. In quoting the rate that the local Maytag dealer has been paying direct, will you please inform us also as to the amount of space or number of insertions that he has been required to contract for in order to earn his rate, and the period of time covered by his contract.
7. If the Maytag dealers' advertising were purchased at the local rate, could the names of out-of-town dealers be inserted under the name or logotype of the local dealer in order to get the advantage of circulation in territory covered by these outside dealers?

We are compiling this information in order to bring out all the advantages and economies of local newspaper advertising, and we will appreciate it if you will assist us by giving us promptly as complete information as possible.

Thanking you for an immediate reply to this request, we are,

Yours very truly,

THE CRAMER-KRASSELT CO.,

Space Purchasing Department.



Rolla Clymer correspondence

January 30, 1926

Mr. Lester Combs,
The Parsons Sun,
Parsons, Kansas

My Dear Mr. Combs:-

Mr. W. B. Carden, who has lived in Eldorado for four or five years while in the employ of the Western Distributing Company, is moving to Parsons, where he will be new business manager for the Parsons Gas Company. Mr. Carden, I have found, is a very fine chap--square, straightforward and obliging. I think it would be well for you to get into touch with him not only for personal considerations but because he will undoubtedly have considerable advertising business for you, as he has had for us. I have recommended your paper most highly to him. I know your confidence in Mr. Carden will not be misplaced, and I bespeak for him your best offices in getting him located in Parsons, seeing that he meets the right sort of folks, etc.

Very truly yours,



January 30, 1926

Schl Advertising Agency,
Chicago, Ill.

Dear Sirs:-

When the Calumet circulars, "It would be foolish to aim at the moon," came yesterday, we immediately addressed them to our grocery list of fifty in this vicinity, affixed postage and sent them out. It did not require your following letter of today to get us to act. We are always glad to cooperate in this fashion and trust you will feel free to send us anything of the sort at any time.

Very truly yours,

THE TIMES PUBLISHING COMPANY
per



Firestone Tire & Rubber Company

HARVEY S. FIRESTONE
PRESIDENT

FACTORY AND GENERAL OFFICES
FIRESTONE PARK
AKRON, OHIO

"AMERICANS SHOULD PRODUCE THEIR OWN RUBBER"

Akron, Ohio

January 30
1926

The Times,
Eldora, Kans.

Gentlemen:

Last May we mailed to you a photograph of Mr. Firestone to replace all other photographs in your files.

The attached new picture has just been taken and we have been requested to use this in preference to the last one received or any others that you might have in your files.

We will appreciate it very much if you will acknowledge receipt of this new picture, advising us that it has replaced all other photographs of Mr. Firestone that have been in your files.

Yours very truly,

FIRESTONE TIRE & RUBBER CO.

RVcline:HB

Rolla Clymer correspondence

C. Q. CHANDLER, CHAIRMAN OF THE BOARD C. W. CAREY, PRESIDENT
J. W. BERRYMAN, VICE PRESIDENT E. E. MASTERMAN, VICE PRESIDENT F. A. RUSSELL, VICE PRESIDENT C. W. SOUTHWARD, VICE PRESIDENT
J. H. STEWART, VICE PRES. & TRUST OFFICER F. L. CARSON, CASHIER F. O. CARR, ASST. CASHIER CHAS. TESTARD, ASST. CASHIER

FIRST NATIONAL BANK IN WICHITA

CAPITAL \$ 1,000,000.00
SURPLUS \$ 1,000,000.00

WICHITA, KANSAS

January 30, 1926.

Mr. Rolla Clymer,
Eldorado, Kansas.

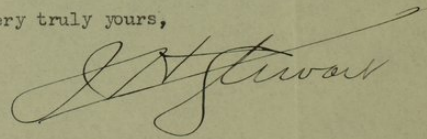
Dear Mr. Clymer:

The writer is probably responsible for your selection as one of the Vice Presidents of the Kansas Day Club for the Eighth Congressional District, yesterday at Topeka.

I want to congratulate you on the selection and say that it was a pleasure to me to suggest your name and with the assistance of my friends to put over the election, and I feel sure that you will serve.

The representatives from Butler County that were present did not seem much interested.

Very truly yours,



JHS:M



February 1, 1926

The Cramer-Krasselt Company,
Milwaukee, Wis.

Dear Sir:-

In reply to your recent letter, we are enclosing our local rate card which speaks for itself. You will note that the rate is based upon a sliding schedule commensurate with the amount of space used within a given time. Your Maytag dealers here have a contract which would entitle them to a 28-cent-per-inch rate if they used the space. However, they are not using the space, so it will be necessary to accept their advertising only upon the open rate of 35 cents per month, less whatever amount per inch deduction to which they might be entitled for a volume in any single month. We allow no cash discounts for local advertisers.

The card and these replies cover answers to the first four questions on your list. As to No. 5, local dealer secures space for our entire circulation. Under No. 6, his rate was based on 1500 inches of space used during a year. As to No. 7, if the local dealer pays for the entire cost of the advertisement, so that we can bill him direct and have no extra bookkeeping, we have no objections to the insertions of the names of outside dealers.

We wish it were possible to get your local dealer to use more space. He would profit by a better rate and by better results for all his advertising.

Trusting these replies are what you want, we are

Very truly yours,

THE TIMES PUBLISHING COMPANY



February 1, 1926

Firestone Tire & Rubber Company,
Akron, Ohio

Dear Sirs:-

We acknowledge with thanks the latest photograph of
Mr. Harvey S. Firestone, which you have kindly sent us, and
have put in in our files replacing all other photographs of the
subject.

Very truly yours,

THE TIMES PUBLISHING COMPANY
per



EASTERN EXECUTIVE OFFICES: NEW YORK

The Lloyd-Thomas Co.

RECOGNIZED AUTHORITIES ON PHYSICAL VALUES

APPRAISERS  ENGINEERS

1016 HIPPEE BLDG
DES MOINES

CLEVELAND
CINCINNATI
DETROIT
BUFFALO
INDIANAPOLIS
DES MOINES

MILWAUKEE
ST. LOUIS
PITTSBURGH
MINNEAPOLIS
KANSAS CITY
MEMPHIS

TELEPHONE WALNUT 466

February 1, 1926.

IN REPLY PLEASE REFER TO

H. A. Wagstaff

The Times Publishing Company,
116 East Central Avenue,
El Dorado, Kansas.

Attention: Mr. R. A. Clymer, Sec'y-Treas.

Gentlemen:

Signed proposal, in duplicate, covering a complete detailed appraisal of your furniture, fixtures, machinery and equipment, with maintenance service thereafter, reached us this morning at Des Moines. Our general office, Chicago, will countersign one of the copies and return to you with advice as to the assignment of engineer.

If it is not too much trouble, we would like to have a copy of the rider form attached to your fire insurance policies. Your insurance agent will be glad to make you a copy, or you can detach the form from one of your expired policies. This should be mailed direct to Chicago in the enclosed addressed envelope.

With thanks,

Yours very truly,

The Lloyd-Thomas Co.

HAW:L

By 

The Lloyd-Thomas Co.



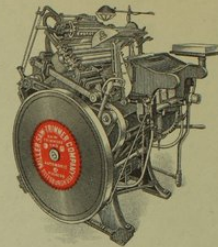
F. F. NICOLA,
PRESIDENT

P. C. DUNLEVY,
VICE PRESIDENT

W. H. SMITH,
SECOND VICE PRESIDENT

MILLER SAW-TRIMMER COMPANY PRINTING MACHINERY

PITTSBURGH, U.S.A.



The Times Publishing Co.,
118 E. Central Ave.,
El Dorado, Kansas.

February 1st, 1926.

SUBJECT: Miller Heavy Duty Saw-Trimmer complete with
Router and Jig Saw Attachment.

Gentlemen:

We hand you herewith the following settlement papers covering on the above
mentioned equipment ordered by you January 5th, 1926:

Three notes, each	\$ 40.00
One note	\$355.00
Chattel Mortgage.	

Kindly execute these papers properly and return them to us, together with
your check in the amount of \$12.89, which is the amount of Freight \$8.09
and the Fire Insurance Premium \$4.80.

The Chattel Mortgage must be signed by an authorized officer of your
Corporation and his signature must be witnessed by two persons - return
both copies of chattel mortgage to us.

Kindly have your corporate seal attached to each copy of mortgage.

With regard to the Router and Jig Saw being taken in trade on this
equipment for an allowance of \$50.00 kindly forward same to us at
Pittsburgh, Penn'a.

Thanking you in advance to give this matter your kind attention, we beg
to remain

Yours very truly,

MILLER SAW-TRIMMER COMPANY

P. C. Dunlevy
CREDIT MANAGER.

MMB

Enc. (4) notes,
(1) copy of contract,
(1) Chattel Mortgage in duplicate.





Rolla Clymer correspondence

600M Sets 4-25 Form 1883 3rd Sheet
(For use in connection with Domestic Straight Bill of Lading adopted by Carriers in Official, Southern and Western Classification Territories, March 15, 1922)

MISSOURI PACIFIC

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shipper's No. _____
Agent's No. _____

MISSOURI PACIFIC RAILROAD COMPANY

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading at St. Louis, Missouri 1922
from Rolla Clymer
the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to M. Mesata & Ontario Paper Co.
Destination International Falls State of Minnesota County of _____
Route _____

(Delivering carrier) Car Initial _____ Car No. _____

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
29	10 in. x 12 in. paper boxes			
20	523 1/2 in. do do do			
10	35 in. do do do			
1	17 in. do do do			

If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (See section 7 of conditions.)

(Signature of consignor.) _____

If charges are to be prepaid, write or stamp here, "To be Prepaid."
Prepaid

Received \$ _____
to apply in prepayment of the charges on the property described hereon.

Agent or Cashier _____
Per _____
(The signature here shall be only the amount prepaid.)

Charges Additional _____
\$ _____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carriers or shipper's weight."
NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____
Shipper. _____
Per _____
Permanent post-office address of shipper _____

NO. TAG. E. D. CO.
ST. LOUIS, MO.
RECEIVED
FEB 1 1922
W. E. POPE



CONTRACT, TERMS AND CONDITIONS

SEC. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariff lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party, entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, carrying freight both ways. Quarantine expense of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carrier harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

SEC. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariff upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) Claims for loss, damage, or injury to property must be made in writing to the originating or delivering carrier or carriers issuing this bill of lading within six months (the delivery of the property for, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed; provided that if such loss, damage, or injury was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claim nor filing of claim shall be required as a condition precedent to recovery. Suits for loss, damage, injury, or delay shall be instituted only within two years and one day after delivery of the property, or in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed; provided that in case the claim on which suit is based was made in writing within six months, or nine months in case of export traffic (whether or not filing of such claim is required as a condition precedent to recovery), suit shall be instituted not later than two years and one day after notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance. *Provided*, That the carrier reimburse the claimant for the premium paid thereon.

SEC. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperation and lading at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for detention or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariff, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charges for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier; *Provided*, That the carrier shall have first mailed, sent, or given to the consignee notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published; *Provided*, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it fails to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale; *Provided*, That if time serves for notification to the consignee or party entitled to receive the property of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense of caring for and maintaining the property, if proper care of the same requires special expense; and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is a regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

SEC. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

SEC. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

SEC. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignee, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor shall not be liable for such charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

SEC. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

SEC. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemption from liability contained in, the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

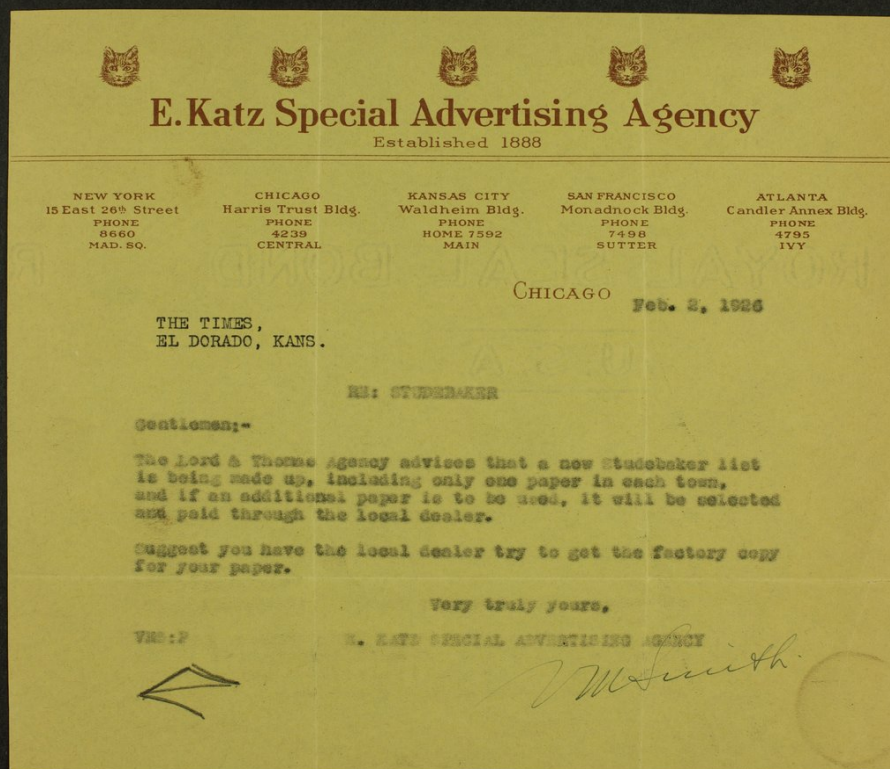
(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from protraction of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any other ports, in or out of the customary route, to tow and be towed, to transfer, transship, or lighten, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving or protecting property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General average shall be payable according to York-Antwerp Rules, 1890, and, as to any matter not therein provided for, according to the law and usage of the port of New York. If the owners have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or thereafter, if the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of such tariff shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(e) The term "water carriage" in this section shall not be construed as including light barge in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

(f) Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and shall be enforceable according to its original tenor.

Rolla Clymer correspondence





Rolla Clymer correspondence

W. A. AYRES
8TH DISTRICT KANSAS

MEMBER OF
COMMITTEE ON APPROPRIATIONS

L. J. AND M. E. TREFREN
SECRETARIES

Congress of the United States
House of Representatives
Washington, D. C.

February 2, 1926.

R. A. Clymer, Editor,
The El Dorado Times,
El Dorado, Kansas.

Dear Friend Clymer:

Just received your letter of the 31st concerning H.R. 4478, and note what you say relative to the dearth of business by your plant in the printing of envelopes on account of Government competition and you may rest assured I shall be glad to do everything I can to support this measure.

Immediately upon receipt of your letter I called upon the Post-Office Committee in the House. Hearings are now being held on this bill and those in favor of the measure have presented their side of the case and the administration forces will present their case the first of next week. By the administration forces, I mean the Postmaster General.

Enclosed herewith am sending you an open letter from the Postmaster General to the Chairman of the House Post Office Committee. Under date of January 30, 1926, in an open letter to the Chairman of the above designated Committee, the Postmaster General stated; "I am of the opinion that this bill, if enacted into law, would not be in the interest of the public as a whole." You can see, therefore, that there seems to be no question as to the position the administration will take in the hearings.

However, if this should be approved by the Committee, you may rest assured I shall support the bill on the floor of the House, provided it is not so changed in Committee as to defeat the purpose for which it was intended.

Do not hesitate to write me on anything in which you may be interested as I shall be glad to hear from you at any time and with best regards, I remain

Yours very truly,

W. A. Ayres



Rolla Clymer correspondence

ARTHUR CAPPER, KANS., CHAIRMAN
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United States Senate

COMMITTEE ON
THE DISTRICT OF COLUMBIA

February 2, 1926.

Mr. R. A. Clymer,
"The Times",
El Dorado, Kansas.

Dear Mr. Clymer:

Your letter of January 31, in regard to government printing of envelopes, is received. I am entirely in sympathy with your stand on this matter and have been working ever since I have been in the Senate to get this practice discontinued. I have seen the Postmaster General personally several times concerning it, but seemingly nothing can be accomplished through his department. You may count on my best support on any sound legislation aimed at remedying the situation.

I am glad to hear from you. Please do not hesitate to write me at any time you have suggestions to make in regard to matters here in Washington.

With kind regards, I am

Very respectfully,

Arthur Capper

Rolla Clymer correspondence

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REED SMOOT, UTAH.

L. M. WILLIAMS, CLERK

United States Senate

COMMITTEE ON RULES

February 2, 1926.

My dear Clymer:

I have your letter of recent date and was very glad to hear from you and note what you say in regard to the effort on the part of the newspapers to stop the sale of printed envelopes by the Post Office Department.

This question has been up many times and I have joined those who have tried to secure a change in the practice and have tried to have a plan adopted which would be fair to all concerned, but up to date we have been unsuccessful. I do not believe in the Government engaging in business matters which can be done by local businessmen and concerns. Of course I could not commit myself on any bill until I know of its provisions but assure you when the matter comes up your suggestions, with others, will be given careful consideration by me and your suggestions, with others, will be brought to the attention of the Committee having charge of the subject.

With kindest regards, I am

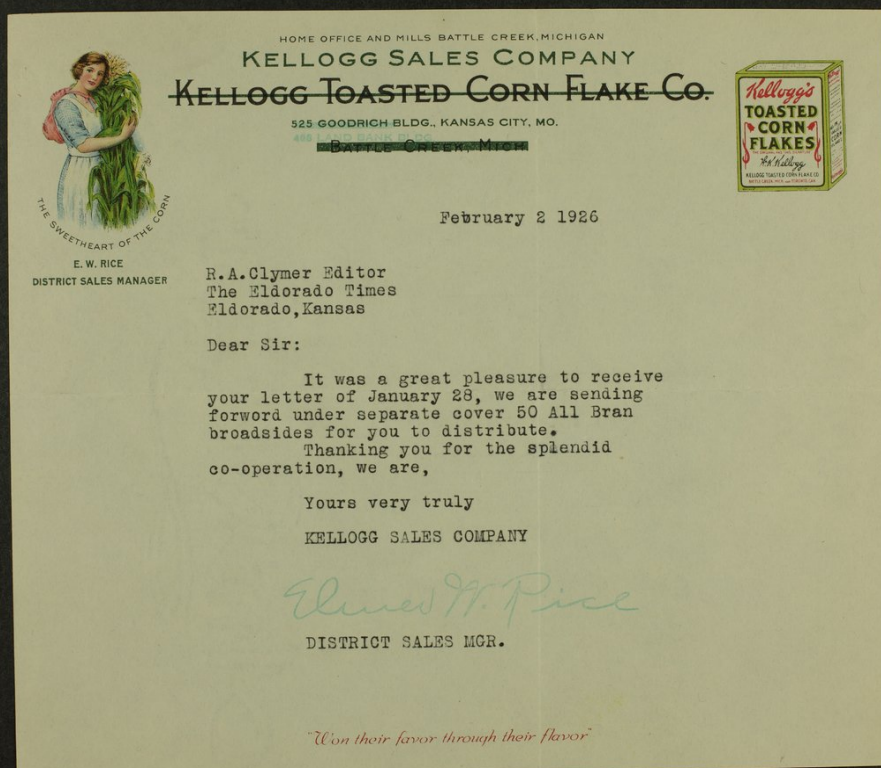
Very truly yours,

Charles Curtis

R. A. Clymer, Esq.,

El Dorado, Kansas.

Rolla Clymer correspondence



Rolla Clymer correspondence

FORM W12 2M 4-25

THE WICHITA GAS COMPANY

WICHITA, KANSAS. February 2, 1926. 192

Mrs. E. S. Clymer 1935 N Waco - Wichita Kansas.

YOUR ORDER NO. OUR ORDER NO. 1904 FOLIO 1555

1 - 1 $\frac{1}{4}$ " St. Ell.	25¢	Brought Forward	\$11.00	
1 - 1 $\frac{1}{4}$ " x 6" Nipple.	11¢	25# #31 Cement	.60	
1 - 1 $\frac{1}{4}$ " Union	25¢	Cartage	.75	
2 - 1 $\frac{1}{4}$ " Ells	34¢	Labor - Pipe Fitter	2.70	
1 - 1 $\frac{1}{4}$ " x 1" Ell	17¢	Labor - Helper	2.25	
1 - 1 $\frac{1}{4}$ " x 1 $\frac{1}{4}$ " x 1" Tee	20¢	Total Cost of Work		\$17.30
46 ft. - 1 $\frac{1}{4}$ " Pipe	\$5.52	Plus 10%		1.73
1 - 1 $\frac{1}{4}$ " Coupling.	15¢	Total Charge to Customer		\$19.03
1 - 1 $\frac{1}{4}$ " Stop Cock	93¢			
38 - Standard Brick	2 .48			
10 - Split Fire Brick	60¢			
	\$11.00			

*Paidey
check Feb. 8, 1926*

Rolla Clymer correspondence



THE WICHITA GAS COMPANY
WICHITA, KANSAS

February 3, 1926

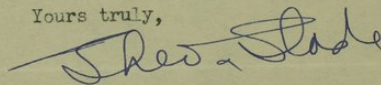
Mrs. E. S. Clymer,
1935 North Waco
Wichita, Kansas

Dear Mrs. Clymer:

You came in to see me the other day about the merchandise charge of \$27.95 which you wanted us to check for you.

We found that one of our foremen who was on the job watching after it to make sure that it was correctly installed had charged his time to the work. Under the circumstances we are deducting his labor from the total cost and instead of charging you the usual 25% to cover overhead, etc. we have reduced it to 10% making a total charge to you of \$19.03. This makes a difference of \$8.92, for which we have issued a credit slip. We are glad to extend this courtesy to you of doing the work at this figure and the attached itemized statement will serve to show you the corrected figure.

Yours truly,



Theo Slade
M. W.
File - 20



February 2, 1926

Mr. J. H. Stewart,
Wichita, Kansas

My Dear Mr. Stewart:-

I wish to acknowledge your kind offices in presenting my name for 8th District vice-president of the Kansas Day Club at Topeka last week, and in carrying the matter through to election. It was kind of you to think of me and, of course, I shall be glad to serve to the best of my ability. I was entertaining the flu for about ten days and it was responsible for keeping me away from Topeka. I always like to attend that big party council. I want you to feel free to call upon me any time that I can serve you personally, or through the paper.

Very sincerely yours,

Rolla Clymer correspondence

E. Katz Special Advertising Agency

Established 1888

From *Detroit Office*

DATE *Feb. 3, 1926*

To *TIMES*
El Dorado, Kansas.

PACKARD MOTOR CAR CO.

Each month Packard sends out four advertisements to its dealers. These reach him the third week in the month. The dealer selects what advertisements he wishes and the newspaper, and makes a monthly requisition for the advertising order.

Naturally, the best time to solicit Packard advertising from the dealer is at the time when he is making up his requisition. Will you introduce into your routine a monthly call, times properly?

The third week in the month.

A. H. Blomberg

AHB:VF