

Rolla Clymer correspondence

Section 286, Pages 8551 - 8580

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

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April 29, 1930

Duplex Printing Press Company,
Battle Creek, Mich.

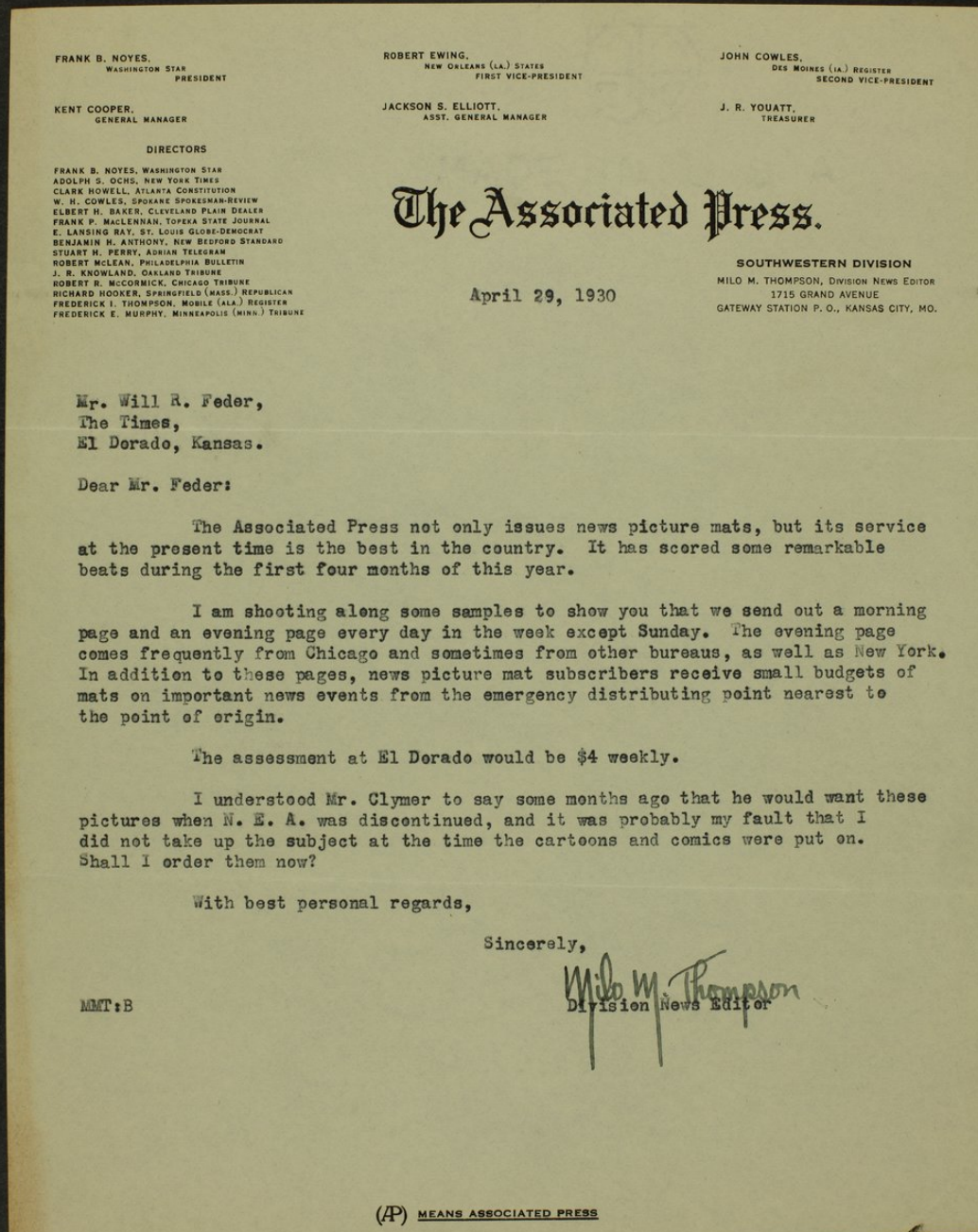
Dear Sirs:-

Please ship us at once one roll of thin backing
paper for mats.

Very truly yours,

THE TIMES PUBLISHING COMPANY
per

Rolla Clymer correspondence





<p>FRANK B. NOYES, WASHINGTON STAR PRESIDENT</p> <p>KENT COOPER, GENERAL MANAGER</p> <p>DIRECTORS</p> <p>FRANK B. NOYES, WASHINGTON STAR ADOLPH S. OCHS, NEW YORK TIMES CLARK HOWELL, ATLANTA CONSTITUTION W. H. COWLES, SPOKANE SPOKESMAN-REVIEW ELBERT H. BAKER, CLEVELAND PLAIN DEALER FRANK P. MACLENNAN, TOPEKA STATE JOURNAL E. LANSING RAY, ST. LOUIS GLOBE-DEMOCRAT BENJAMIN H. ANTHONY, NEW BEDFORD STANDARD STUART H. PERRY, AGRICULTURAL TELEGRAPH ROBERT MCLEAN, PHILADELPHIA BULLETIN J. R. KNOWLAND, OAKLAND TRIBUNE ROBERT R. MCCORMICK, CHICAGO TRIBUNE RICHARD HOOKER, SPRINGFIELD (MASS.) REPUBLICAN FREDERICK I. THOMPSON, MOBILE (ALA.) REGISTER FREDERICK E. MURPHY, MINNEAPOLIS (MINN.) TRIBUNE</p>	<p>ROBERT EWING, NEW ORLEANS (LA.) STATES FIRST VICE-PRESIDENT</p> <p>JACKSON S. ELLIOTT, ASST. GENERAL MANAGER</p>	<p>JOHN COWLES, DES MOINES (IA.) REGISTER SECOND VICE-PRESIDENT</p> <p>J. R. YOUATT, TREASURER</p>
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The Associated Press.

April 29, 1930

SOUTHWESTERN DIVISION
MILO M. THOMPSON, DIVISION NEWS EDITOR
1715 GRAND AVENUE
GATEWAY STATION P. O., KANSAS CITY, MO.

KANSAS CARTOON AND COMIC SUBSCRIBERS:

One of the Kansas editors calls the Associated Press cartoon and comic service "wonderful," and adds: "The cartoons are especially good."

A Minnesota editor says:

"We have found our subscribers to be more than satisfied with the new Associated Press Comic and Cartoon Service. From reports we have received the comics are proving a big hit in families where there are children and the "Scorchy Smith" and "Homer Hoopee" strips are leading in popularity. When we started the new features we cancelled several features which we had been running for some time but to date have had only one complaint over the elimination of the old features. On the other hand we have had a large number of favorable comments on the new service and are very well satisfied."

We have had the service long enough now to form some judgment as to its pulling power. Will you be kind enough to indicate how the new service is growing in your territory?

Sincerely,

Milo M. Thompson
Division News Editor

MMT:B

(AP) MEANS ASSOCIATED PRESS



"THE HOUSE OF PERSONALITY"

April 30, 1930

Mr. R. A. Clymer
El Dorado, Kansas

Dear Mr. Clymer:

This is to acknowledge reservations for
rooms with bath for you and Mrs Clymer, and
Mrs E. H. Pattison for Friday May 9.

Thanks.

Very truly yours,

Joseph L. Jones
clerk
Wareham Hotel

April 30, 1930

Mr. Charles F. Scott,
Iola, Kansas

My Dear C. F.:-

If there are any cockles in my hard old heart, they were warmed indeed by the article about The Times you published in your paper yesterday. I wonder if you can imagine the pride with which I read those words of yours, and then re-read them--knowing that you were wholly sincere in all you said. I am sure this is the most generous statement ever made about our paper, at least it is the most satisfying to me. I wish I could publish it, but it seems entirely immodest to think of doing so. At any rate, I thank you from the bottom of my heart, old friend, for this renewed evidence of your interest in me and mine--and you have always been more than kind and generous.

When are you and Angelo coming to Eldorado to try a few practise rounds before the tournament? Let me know a day or two ahead and I shall arrange entertainment for you.

Sincerely yours,



VICTORIA MURDOCK ESTATE, Owners

VICTOR MURDOCK, Editor

MARCELLUS M. MURDOCK, Publisher

The Wichita Eagle

Morning, Evening and Sunday

WICHITA, KANSAS

April 30, 1930

Mr. Rolla Clymer,
The Times,
El Dorado, Kansas.

My dear Rolla:

It will be OK with me
for you to buy the prize in El Dorado if
you wish.

Looking forward to a
great time, I am

Sincerely,

Business Supervisor
The Wichita Eagle

C W Speer/P

April 30, 1930

Mr. Harry L. Woods,
Wellington, Kansas

My Dear Mr. Woods:-

I wish I could have a contest such as you suggest along with the editorial golf tournament. But the golf feature is so big that it will occupy all our time and attention. We are going to have about eighty players, I think, judging by returns from my invitation, and possibly more. I wish you could come. I know you do not play golf much, but if you play at all I am sure would have a good time. You and Mr. Austin both try to be here. And be sure to let me know as soon as you can, if you are coming.

I greatly enjoyed the clipping you sent me and so has the "gang" about the office. I am herewith returning it.

Sincerely yours,

Rolla Clymer correspondence

April 30, 1930

Mr. Milo M. Thompson,
Division News Editor
The Associated Press,
Kansas City, Mo.

Dear Mr. Thompson:-

Bill Feder has shown me your letter of yesterday. Naturally I am interested in the expense attaching to features and there are some parts of the Associated Press assessment which I do not understand.

A year or two ago we were paying seventeen dollars and some cents weekly for the pony report, with no features. We finally asked you to send us certain portions of the feature service which entailed additional expense of four dollars a week running our assessment up to twenty-one dollars and a fraction. At the time we cancelled N. E. A. last month, an additional ten dollars was placed against our assessment and we supposed the service we were then getting would be covered entirely by that extra expenditure. Now we find ourselves short the news pictures--and it will require an extra four dollars a week to get them. We need them, too. But the original four dollars, the ten dollars for the main service and the four dollars for the pictures, if we take them, total up to eighteen dollars a week--as against twelve dollars we were paying for the pony report of the N. E. A. This increase seems high, especially so since we are unable to use only a small amount of the matter sent us.

Rolla Clymer correspondence

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Isn't there some combination service that will take care of all our needs--cartoons, comic strips, panels, news pictures, serial stories, radio programs, etc.--that we can have from the Associated Press at something nearer the figure we paid for the other service than at an additional expense of ^{six} ~~eighteen~~ dollars?

If I have misfigured in any essential, please let me know, and I shall also take it as a personal favor if you will set me straight on these matters. We want to concentrate entirely on Associated Press features. We cannot take two services, because of the expense and our inability to use any appreciable percentage of them. But, on the other hand, we do not want to add too heavily to our fixed overhead.

Upon consideration of these matters, it may be that part of the original four dollars assessment I have mentioned was just an increase for the daily pony telegraph service. At any rate, you will know and I am asking you to write me fully and frankly when you have time.

Cordially yours,



WICHITA, KANSAS

KANSAS CITY, MO.

OKLAHOMA CITY, OKLA.



KANSAS CITY PAPER HOUSE

H. F. FIELD
VICE-PRESIDENT AND TREASURER

H. D. THOMPSON
VICE-PRESIDENT AND SALES MANAGER

143-145 N. ROCK ISLAND AVE.

J. A. CARPENTER
PRESIDENT

WICHITA-KANSAS

May 1, 1930.

E. R. JONES
VICE-PRESIDENT AND SECRETARY

C. J. MCKINLEY
WICHITA MANAGER

TELEPHONE MARKET 1445

Times Publishing Company,
El Dorado, Kansas.

Atten: Mr. Rolla Clymer

Dear Rolla:-

Just received a letter from Mr. Stuck stating that you wanted to know if you would get the ton price on the last case of Book Paper you ordered. You sure will. I saw to this personally myself.

Thanks very much for this nice business.

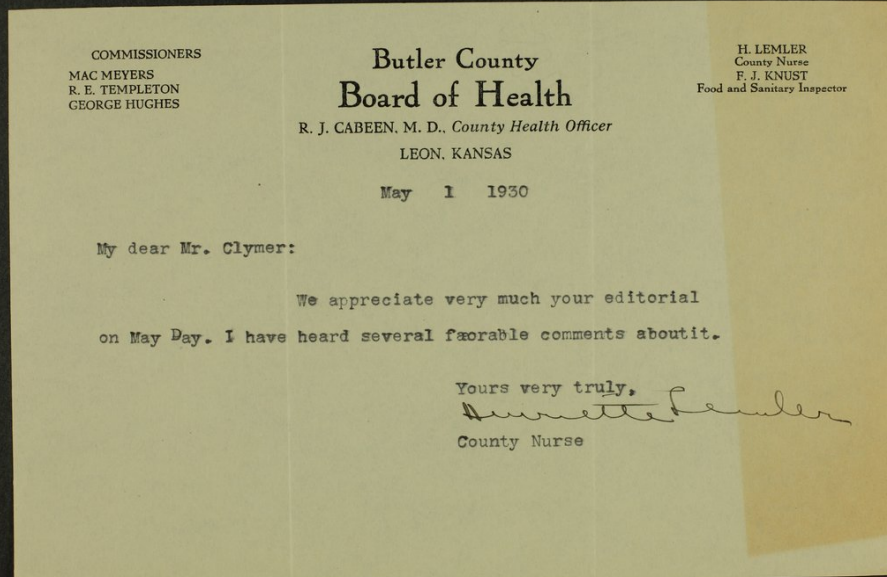
Yours very truly,

McKinley
KANSAS CITY PAPER HOUSE
WICHITA MANAGER

CJM:GEB

PRINTED ON CHIEFTAIN BOND, SUBSTANCE 20

Rolla Clymer correspondence





FRANK B. NOYES,
WASHINGTON STAR
PRESIDENT

ROBERT EWING,
NEW ORLEANS (LA.) STATES
FIRST VICE-PRESIDENT

JOHN COWLES,
DES MOINES (IA.) REGISTER
SECOND VICE-PRESIDENT

KENT COOPER,
GENERAL MANAGER

JACKSON S. ELLIOTT,
ASST. GENERAL MANAGER

J. R. YOUATT,
TREASURER

DIRECTORS

FRANK B. NOYES, WASHINGTON STAR
ADOLPH S. OCHS, NEW YORK TIMES
CLARK HOWELL, ATLANTA CONSTITUTION
W. H. COWLES, SPOKANE SPOKESMAN-REVIEW
ELBERT H. BAKER, CLEVELAND PLAIN DEALER
FRANK P. MACLENNAN, TOPEKA STATE JOURNAL
E. LANSING RAY, ST. LOUIS GLOBE-DEMOCRAT
BENJAMIN H. ANTHONY, NEW BEDFORD STANDARD
STUART H. PERRY, ADRIAN TELEGRAM
ROBERT MCLEAN, PHILADELPHIA BULLETIN
J. R. KNOWLAND, OAKLAND TRIBUNE
ROBERT B. MCCORMICK, CHICAGO TRIBUNE
RICHARD HOOKER, SPRINGFIELD (MASS.) REPUBLICAN
FREDERICK I. THOMPSON, MOBILE (ALA.) REGISTER
FREDERICK E. MURPHY, MINNEAPOLIS (MINN.) TRIBUNE

The Associated Press.

May 1, 1930

SOUTHWESTERN DIVISION
MILO M. THOMPSON, DIVISION NEWS EDITOR
1715 GRAND AVENUE
GATEWAY STATION P. O., KANSAS CITY, MO.

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

Dear Clymer:

Perhaps I can explain the question of assessment which puzzles you.

There has been no increase in your pony assessment, which, as you probably know, includes the general charge which is your contribution to the general service plus your share in the actual cost of the pony system plus your share of the cost of the Kansas state mail service. That, as you say, totals \$17 odd.

The supplemental services are divided into four parts: (1) the bare proofs of feature service pages; (2) the feature service mats, which include all illustrations, layouts, crossword puzzles, radio programs in mat form, etc., this completing the feature service proper.

Then there are (3) the news picture mat service, carrying spot news pictures and (4) the comic and cartoon service.

You have been taking (1) and (2), (1) at \$1 weekly, (2) at \$3.50 weekly, a total of \$4.50 for features which, added to the \$17 odd made the \$21 odd to which you refer.

Then came (4) the comic and cartoon service which meant an increase of \$10 to you. You were still without (3) the news picture mats.

I suggest that, at \$18 weekly, the full Associated Press service is far superior to the full N. E. A. service which would cost you much more than that. It cannot be compared very well with the pony N. E. A. service you were getting for \$12. I doubt if N. E. A. with its present policy of converting all ponies to full service and requiring long term contracts, would have continued to serve you on the \$12 basis very long.

Let me know if I have made the figures more clear to you and if you want me to have the news mats sent for trial. You can, of course, drop them at any time if necessary.

Sincerely,

Milo M. Thompson
Division News Editor

LMT:B

(P) MEANS ASSOCIATED PRESS



100M-B-26

Form 1883

(For use in connection with Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification Territories, March 15, 1922.) 3rd SHEET

MISSOURI PACIFIC RAILROAD COMPANY

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and its contents are true and correct, and it is intended solely for filing or record.

Shipper's No. _____

Agent's No. _____

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 El Dorado, Kans 5-1-30, 1920

from Times Pub Co

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 direct address of consignee—For purposes of notification only.)

Consigned to American Type Foundry Co

Destination Kans City State of mo 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
2	<u>Drums Lead Draught</u>			
2	<u>bx DO DO</u>	<u>1625</u>		
	<u>"For Remelting Purposes only"</u>			

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 acknowledges only the amount prepaid.)

Charges Advanced: _____

*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 "carrier's 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 Rolla Clymer Shipper. _____

Per _____

Permanent postoffice address of Shipper. _____

600 MAY 1 1930
W. B. P. O.
3

Rolla Clymer correspondence

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 tariffs 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, earning freight both ways. Quarantine expenses 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 carriers 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 tariffs 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 after delivery of the property (or, 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 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 coopersage and baling 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 deviation 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 tariffs, 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 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 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 consignor 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 is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further depreciation, sell the same at private or public sale: Provided, That if it is time serves for notification to the consignor or owner 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 and 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 no 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 consignor stipulates, 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 exemptions 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 prolongation 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 port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or 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 is 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 shall 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 faults or errors 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 at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shipper, consignee and owner of the property shall each and all contribute to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) 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 this section shall not apply, and the property shall be regarded as incorporated into the conditions of this bill of lading.

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

Sec. 10. 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 this bill of lading shall be enforceable according to its original tenor.

Rolla Clymer correspondence

May 2, 1930

Mr. Milo M. Thompson,
Division News Editor
The Associated Press,
Kansas City, Mo.

Dear Mr. Thompson:-

I wish to thank you for your letter of May 1 explaining the charges for the feature service. You have made it quite plain.

For us to pay \$18 a week for features, which is slightly more than the fee for our regular Associated Press news service, seems more expense that a paper of this size should incur--especially since there is a great amount of excellent material for which we have no room. However, we are finding it difficult to get along without the news picture mat service, as this is one division of the service for which we have the most use. I am going to take advantage of your offer to have the news mats sent on trial, and if possible wish you would get them started the first of next week.

Very truly yours,

Rolla Clymer correspondence

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted at a full rate communication.

COPY OF WESTERN UNION TELEGRAM

ElDorado, Kansas

May 2, 1930

C. F. Burgess Laboratories Inc.,
Freeport, Ill.

Case Nutex humidified ordered over two weeks ago not
received. Rush.

THE TIMES PUBLISHING COMPANY

prepay and charge

Rolla Clymer correspondence

CHARLES F. SCOTT
THE IOLA REGISTER
IOLA, KANSAS

May 3, 1930

Mr. R. A. Clymer,
Eldorado, Kansas.

My dear Rolla:-

I am glad you liked what I said about The Times in the Register. It was nothing more than the plain unadorned truth and I certainly wish that particular issue of the Register could have gone into every home in Eldorado. Maybe the boys in the office can take advantage of your temporary absence some day to run the piece in The Times. You are welcome!

I don't know whether Angelo and I shall be able to get over before the great day or not. We are awfully busy. If we can, we shall try to let you know in advance as you suggest.

Truly yours,

Chas. F. Scott

CFS:BM

Rolla Clymer correspondence

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

ElDorado, Kansas
zxpzi May 3, 1930

C. F. Burgess Laboratories, Inc.,
Freeport, Ill.

Rush case freight. Have one week supply.

THE TIMES

COLLECT

Rolla Clymer correspondence

CLASS OF SERVICE DESIRED		WESTERN UNION		1206 A
DOMESTIC	CABLE			NO. CASH OR CHG.
TELEGRAM	FULL RATE			CHECK
DAY LETTER	DEFERRED			TIME FILED
NIGHT MESSAGE	CABLE LETTER			9:00 A M
NIGHT LETTER	WEEK END LETTER			

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

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

May 3, 1930.

THE TIMES PUBLISHING COMPANY
ATTENTION MR R A CLYMER
EL DORADO KANSAS

NO RECORD OF ORDER RECEIVED STOP WIRE US COLLECT IF WE SHALL SHIP ONE HUNDRED
BY EXPRESS BALANCE FREIGHT STOP CAN ALWAYS SHIP DAY ORDER RECEIVED IF NECESSARY

C F BURGESS LABORATORIES INC

DTS:M
CHARGE TO
C F BURGESS LABORATORIES INC
STEREOTYPE MAY DEPARTMENT

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE



Rolla Clymer correspondence

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unreported message rate is charged in addition. Unless otherwise indicated on its face, this is an unreported message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unreported-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the reported-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines, nor for errors in cipher or obscure messages.

2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the reported-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.

3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of each office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.

6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.

7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

1. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

2. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events, but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of each standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

1. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in language of country of origin or of destination, or in French. This class of service is in effect with most European countries and with various other countries throughout the world. Full particulars supplied on application at any Western Union Office.

CABLE LETTERS

For plain-language communications. The language of the country of destination may be employed, if the Cable Letter service is in operation to that country. Subject to delivery at the convenience of the Company within 24 hours if telegraphic delivery is selected. Delivery by mail beyond London will be made if a full mailing address is given and the words "Post London" are written after the destination. Rate is approximately one-third of the full rate, minimum 20 words.

WEEK-END LETTERS

Similar to Cable Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rate is approximately one-quarter of the full rate, minimum 20 words.

Rolla Clymer correspondence

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1101-S

CLASS OF SERVICE	WESTERN UNION	SIGNS
This is a full-rate Telegram, or Cablegram, unless its deferred character is indicated by a suitable sign above or preceding the address.	NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT	DL = Day Letter NM = Night Message NL = Night Letter LCO = Deferred Cable CLT = Cable Letter WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 209 West Pine St., El Dorado, Kansas. Telephones 900 and 901 1930 MAY 3 AM 9 06

WZ14 28 DL=CHICAGO ILL 3 823A

THE TIMES PUBLISHING COMPANY=

ATTENTION R A CLYMER ELDORADO KANS=

NO RECORD OF ORDER RECEIVED STOP WIRE US COLLECT IF WE

SHALL SHIP ONE HUNDRED BY EXPRESS BALANCE FREIGHT STOP CAN

ALWAYS SHIP DAY ORDER RECEIVED IF NECESSARY=

I F BURGESS LABORATORIES INC..

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Rolla Clymer correspondence

CLASS OF SERVICE DESIRED

DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

1206 A

NO. CASH OR CHG.

CHECK

TIME FILED
9:00 A M

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

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

May 3, 1930.

THE TIMES PUBLISHING COMPANY
ATTENTION MR R A CLYMER
EL DORADO KANSAS

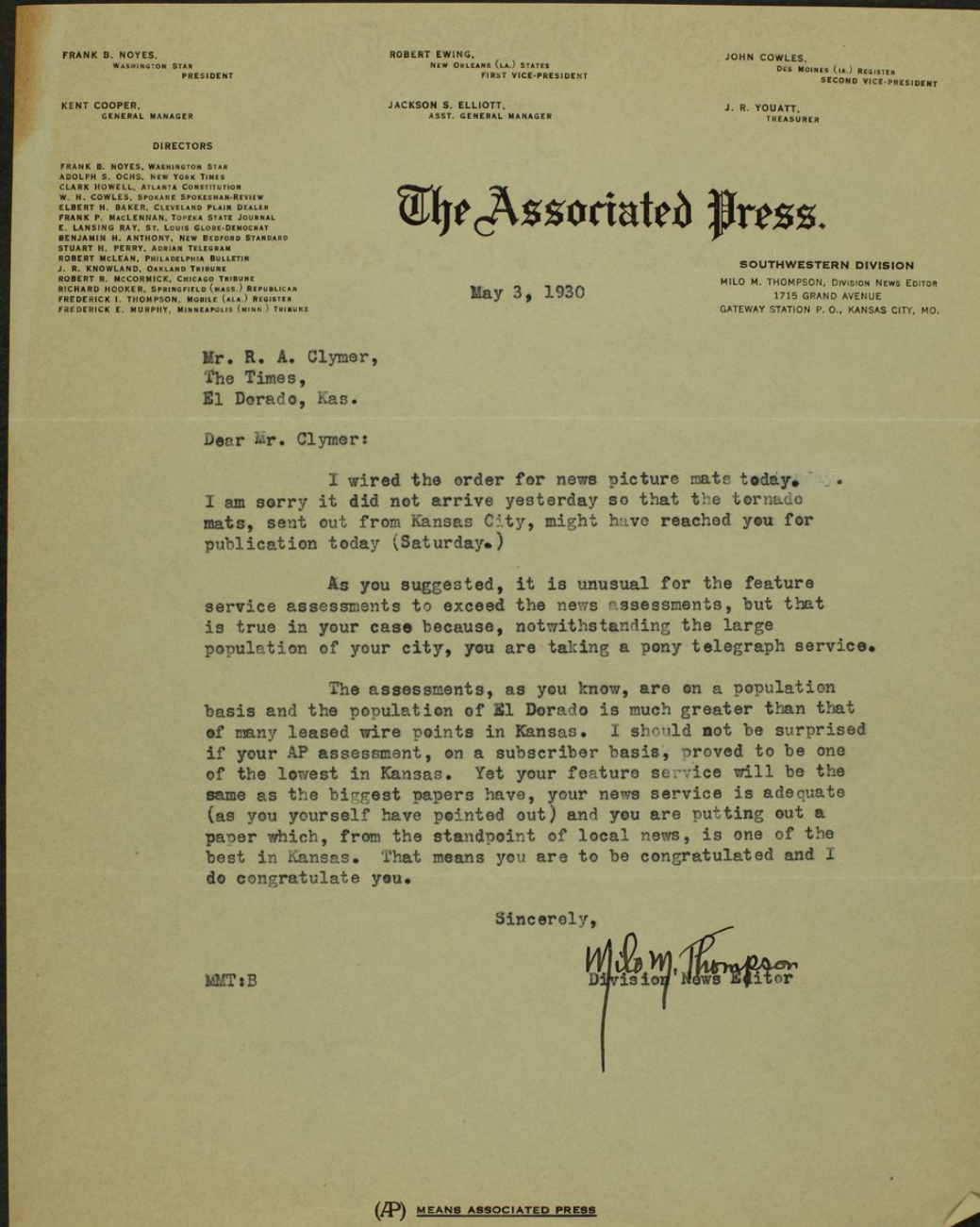
NO RECORD OF ORDER RECEIVED STOP WIRE US COLLECT IF WE SHALL SHIP ONE HUNDRED
BY EXPRESS BALANCE FREIGHT STOP CAN ALWAYS SHIP DAY ORDER RECEIVED IF NECESSARY

C F BURGESS LABORATORIES INC

DTS:M
CHARGE TO
C F BURGESS LABORATORIES INC
STEREOTYPE MAY DEPARTMENT

CONFIRMATION

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE



Rolla Clymer correspondence

May 5, 1930

Mr. A. B. McDonald,
The Star,
Kansas City, Mo.

Dear Mr. McDonald:-

Here's some more evidence that might be
used in your very necessary and effective fight against
Brinkley.

Mrs. E. E. Cooper, of 223 N. Residence Street, ElDorado, came to see me today. Her husband died at Milford a year ago--on May 6. He had become run down from an attack of the flu, heard some of Brinkley's stuff over the radio and went to Brinkley's place against his wife's wishes and advice. He arrived on Sunday evening and underwent an operation the following Tuesday morning--having paid cash in advance. He died in two weeks. The day of his death Brinkley advised him to get up and put on his clothes. If you wish to get the story in further detail, I can have one of the reporters here do so and send it to you. Mrs. Cooper is very bitter against Brinkley and is particularly enraged over an invitation ~~in~~ addressed to her deceased husband that came the other day inviting him to go to Milford and inspect the place.

Very truly yours,

Rolla Clymer correspondence

E. Katz Special Advertising Agency Established 1888

From *Kansas City Office*

WALDHEIM BUILDING

DATE May 5, 1930.

To

El Dorado Times,
El Dorado,
Kansas.

Attention - Mr. Rolla Clymer.

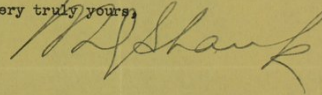
My dear Rolla:

I plan to be in El Dorado
either Friday or Saturday of this week and will call you from
Wichita.

town.

I hope you will be in

Very truly yours,



W.D. Shank.
NJH.

Rolla Clymer correspondence

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1291-S

CLASS OF SERVICE	WESTERN UNION	SIGNS
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.	NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT	DL = Day Letter NM = Night Message NL = Night Letter LCO = Deferred Cable CLT = Cable Letter WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 209 West Pine St., El Dorado, Kansas. Telephones 900 and 901 1930 MAY 5 AM 8 47

WZ15 5=CHICAGO ILL 5 822A

THE TIMES PUBLISHING COMPANY=

ATTENTION R A CLYMER ELDORADO KANS=

CASE OF MATS SHIPPED SATURDAY=

C F BURGESS LABORATORIES INC.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Rolla Clymer correspondence

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK-END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

1206 A'

NO.	CASH OR CHG.
CHECK	
TIME FILED	
9:10 A M	

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

May 5, 1930.

THE TIMES PUBLISHING COMPANY
ATTENTION MR R A CLYMER
EL DORADO KANSAS

CASE OF MRS SHIPPED SATURDAY

1206 H
CHARGE TO
C F BURGESS LABORATORIES INC
STEREOTYPE AND DEPARTMENT

C. F. BURGESS LABORATORIES INC

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

Rolla Clymer correspondence

ALL MESSAGES TAKEN FROM THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unreported message rate is charged in addition. Unless otherwise indicated on its face, this is an unreported message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unreported message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the reported message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount such message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the reported message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard

telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in language of country of origin or of destination, or in French. This class of service is in effect with most European countries and with various other countries throughout the world. Full particulars supplied on application at any Western Union Office.

CABLE LETTERS

For plain-language communications. The language of the country of destination may be employed, if the Cable Letter service is in operation to that country. Subject to delivery at the convenience of the Company within 24 hours if telegraphic delivery is selected. Delivery by mail beyond London will be made if a full mailing address is given and the words "Post London" are written after the destination. Rate is approximately one-third of the full rate; minimum 20 words.

WEEK-END LETTERS

Similar to Cable Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rate is approximately one-quarter of the full rate; minimum 20 words.

Rolla Clymer correspondence

May 5, 1930

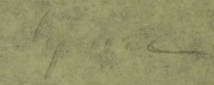
American Type Founders Company,
Kansas City, Mo.

Dear Sirs:-

Enclosed find bill lading for shipment of scrap metal which went forward to your house last week. We will ask you to give us best market prices for this material and to let us know amount of credit memorandum, which we wish to apply upon purchase of some new equipment.

Very truly yours,

THE TIMES PUBLISHING COMPANY
per



Rolla Clymer correspondence

May 6, 1930

Mr. E. W. Backus,
President Minnesota & Ontario Paper Company,
Minneapolis, Minn.

Dear Mr. Backus:-

Vividly recalling the most enjoyable time we all had as your guests on the last publishers' party two years ago last fall, I am pleased to accept your invitation to be your guest on another similar occasion in June of this year. I shall try to arrange my affairs so as to be in Minneapolis on June 14 for the start, and suppose that more detailed information concerning the outing will come along at proper intervals. I am sure this occasion again will strongly cement the bonds of relationship which exist between your company and numerous publishers, both large and small.

Very truly yours,