

Rolla Clymer correspondence

Section 442, Pages 13231 - 13260

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

August 10, 1934

Mr. W. J. Hilvers,
c/o Minnesota & Ontario Paper Company,
Minneapolis, Minn.

My Dear Bill:-

We piled the basement full of paper a year ago with two successive cars. That ran us until March when we bought another. We unloaded one the last day of July and we will surely have to have another before the last of this year. That figures four cars. We are loyally supporting God and man, the New Deal administration (for which heaven forgive us,) and the Minnesota & Ontario Paper Company.

Greater love hath no man than this.

You had a bunch of amateurs on your fishing party. They can't take it. You should have had me.

If I were running the New York Times I would keep all your mills busy, but God put me in the wrong town.

Yours,

Rolla Clymer

Rolla Clymer correspondence

August 12, 1934.

Mr. Rolla Clymer
Eldorado, Kas.

Dear Sir and Friend:

Through misplacement a letter I wrote you more than ten days ago was misplaced, it being a reply to your kind expressions of confidence in the writer, and asking what the used matrices would probably be worth, as Mr. Luke Russell at Kansas City, Kas., had written you about them, after I had told him you had the fonts for sale.

Today I had a long distance conversation with Russell, and his mentioning that he was interested in the price of these mats brought to light the misplaced letter.

I told Mr. Russell that the font ought to be worth at least \$30.00--that seems to be the usual price quoted, for mats in good shape. He said to tell you to ship them to him, and he would pay you according to what he had written you, whatever that was, as he did not say.

I have found him reliable, and believe he will pay you according to whatever he agrees with you.

Hope you will overlook this delay, but I thought it was all attended to.

Very truly,

1313 Pembroke Lane,
Topeka, Kas.

O. W. KELLEY.



STATE HIGHWAY COMMISSION
E. S. DUNN, HOLTON
E. A. PINKERTON, GLASCO
DR. H. J. MORRISON, OBERLIN
EARL C. TODD, INDEPENDENCE
L. S. SEYMOUR, WICHITA
E. C. BRAY, SYRACUSE

HARRY DARBY, DIRECTOR OF HIGHWAYS
GERTRUDE WHITCOMB, SECRETARY

STATE HIGHWAY COMMISSION
OF KANSAS
TOPEKA

W. V. BUCK, STATE HIGHWAY ENGINEER
H. D. BARNES, ENGINEER OF CONSTRUCTION
O. J. EIDMANN, ENGINEER OF DESIGN
I. E. TAYLOR, ENGINEER OF MAINTENANCE
W. L. DYATT, OFFICE ENGINEER
H. R. GOODYEAR, AUDITOR
WINT SMITH, ATTORNEY

August 13, 1934

Mr. R. A. Clymer
Eldorado, Kansas

Dear Mr. Clymer:

Governor Landon has referred your communication of August 1, to this office for attention and in reply I wish to state that I am placing your recommendation of Mr. Norman Venus on file along with others in his behalf.

We have no opening in the drafting room at this time but if we should be compelled to place a night shift in operation I believe that something could be worked out in his behalf.

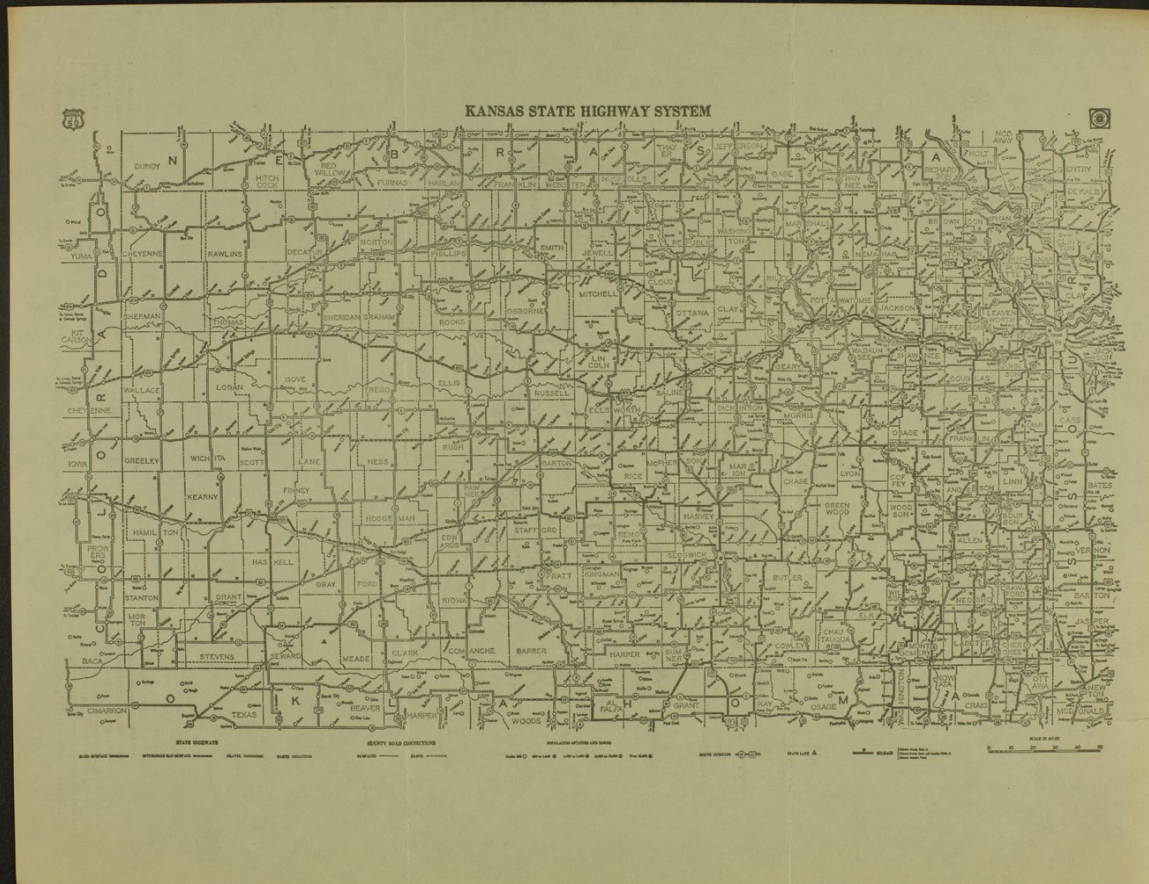
Thank you for your sincere cooperation with the Highway Department.

Very truly yours,

Hershel Kannier

HK:jr

Rolla Clymer correspondence



Rolla Clymer correspondence

August 13, 1934

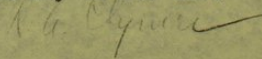
Mr. H. F. Harrington,
Director the Medill School of Journalism,
Northwestern University,
Evanston, Illinois

Dear Mr. Harrington:-

Miss Maysel Archer, who has been in our employ for more than five years past, is intending to attend your school next year and I hope you can give her some personal attention. We have kept her on the proof desk here, mainly because it is an important cog in a commercial publishing business like ours, but she is capable of far higher capacities on a newspaper. Not only does she know how to spell and punctuate, but she has an excellent background of general knowledge, and I believe she can write. She has been submitting articles written after hours to me; I have used some of these as editorials in our paper and considered all of them excellent. I think she has a good style, a clever and piquant mode of expression and that she will profit to a large degree by careful training. We do not have the opportunity around a small town newspaper to develop writers; mainly they must sink or swim by their own efforts.

Miss Archer has capacity and promise. She will respond readily to inspiration. I think it is splendid she is going to your school and commend her to your care. Moreover, I shall be personally grateful for anything you may do for her.

Sincerely,



Rolla Clymer correspondence

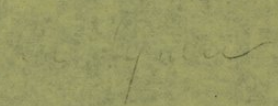
August 13, 1934

Governor Alf M. Landon,
Topeka, Kansas

My Dear Governor:-

Mr. Glenn M. Jennings, of El Dorado, feels hopeful that there may be an opening for him in the highway department. He has lived in this town for many years, has engaged in numerous activities and has been successful in them. Notably was this true as a salesman of securities. He is vigorous and active and works hard at anything he undertakes. I believe he would be a good man for the state and if you have a job you can give him I would appreciate it.

Very truly yours,





August 14, 1934

Sam'l Bingham's Son Mfg. Co.,
Kansas City, Mo.

Dear Sir:-

On August 14 we sent you shipment of ductor
rollers and have heard nothing of them. We would be pleased
if you would look up this shipment and get it back to us
as soon as possible, as we need the rollers for a good
print.


Very truly yours,

THE TIMES PUBLISHING COMPANY
per



3rd SHEET

(For use in connection with the Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930.)



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. _____

The Atchison, Topeka and Santa Fe Railway 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 Atchison, Kans Aug 14 **1934**

From The Jones 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 street address of consignee—For purposes of notification only.)

Consigned to Rolla Clymer

Destination Kansas 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	Subject to Section 7 of conditions, 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.
2	Box of papers				<p>(Signature of consignor) _____</p> <p>If charges are to be prepaid, write or stamp here, "To be Prepaid."</p> <p>Received \$_____ to apply in prepayment of the charges on the property described hereon.</p> <p>(Agent or Cashier) _____</p> <p>Per _____ (The signature here acknowledges only the amount prepaid.)</p> <p>Charges advanced: \$_____</p>

* 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 _____

Shipper. _____ Agent. _____

Per _____ Per _____

Permanent post-office address of shipper _____

J. J. COLLINS SONS, INC. PRINTERS, CHICAGO

Rolla Clymer correspondence

CONTRACT TERMS AND CONDITIONS

Sec. 1. The carrier or party in possession of any property herein described shall be liable for any loss thereof or damage thereto, except as herein provided.

(b) No carrier or party in possession of any 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 imported or 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 stored 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 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 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, or (b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, within nine 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 nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when 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. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(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 that 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 co-operation 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 variation or unavoidable delays in processing. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may be stored in 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.

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 kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in 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 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 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 warehouse 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 (except as hereinafter provided) shall not be liable for such charges. **Provided**, that, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect to the transportation of said property (beyond those paid against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent duly authorized by the shipper or consignor to receive the property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and has no beneficial title in said property; and, in such case the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional 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 defect 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 to be towed, to transfer, trans-ship, or lighten, 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 the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws 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/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average 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 be modified in accordance with the tariff provisions, which 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 lighterage 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.



August 14, 1934

Century of Progress,
Chicago, Illinois

Administration Building,

Gentlemen:-

This letter will introduce to you Mr. William Kunkle and Mr. James Wilson, who are junior reporters for our paper. They want to cover the Century of Progress for our publication from a young reporter's viewpoint and I believe their impressions will be interesting to others. If you can provide them with passes to attend the various attractions of the Century of Progress, we will greatly appreciate your courtesy.

Thanking you in advance, we remain

THE EL DORADO TIMES
By

Editor

Rolla Clymer

Rolla Clymer correspondence

THE ONLY DAILY NEWSPAPER THAT COVERS NORTHERN NEW MEXICO

The Raton Daily Range

KARL E. KILBY, Publisher

Raton, New Mexico

August 14, 1934

Rolla Clymer

Editor Eldorado Republican
Eldorado, Kansas

Dear Rolla:

Attached is editorial which speaks for itself on the subject of how our mutual friend, Chet Shore, found it necessary to leave New Mexico and go up to Colorado for his vacation this week.

Now will you do me a "flavor"?

Will you have your editorial pen set down a few "hot shots" about this experience of Chet, even mentioning his name or not, just as you wish, and giving the New Mexico law all the particular h--- within your power?

Go after us as hard as you want. Make it strong and stinging. Then print it in your paper and send me a clipping of your write up of this episode. I want to reproduce it in The Range, so that it will go down State and slap the "powers that be" between the eyes.

I do not care whether Kansas has a similar law or not. What I want to do is start the ball rolling right now, so that when the New Mexico Legislature meets next time, we can demand the repeal of any kind of a law that keeps \$100.00 worth of good, cold cash out of New Mexico.

If you don't want to say or do anything, it is alright. But if you can help me out, will reciprocate sometime, if you will just give me a chance.

With best wishes,

KK/EW

THE RATON RANGE *Kilby*

P.S. H. Lee Jones who is here with me now, says that you would like to pitch into a scrap of this kind.

Rolla Clymer correspondence

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

NIGHT LETTER

El Dorado, Kansas

August 15, 1934

Mrs. R. A. Clymer,
c/o Westminster Lodge,
Saugatuck, Michigan

Highly approve your present trip hope it is pleasing to
all of you sizzling heat still continues here no break in
sightx business is dull am sending mail Chicago care Margaret
have not written this week for did not know where you were
if you need funds drop wire love.

R. A. CLYMER

prepay and charge Times
Publishing Company



August 15, 1934

Mr. Marcellus Murdock,
Wichita, Kansas

My Dear Mr. Murdock:-

Upon receipt of your recent letter, I asked Vic Boellner of our circulation department to help me find a suitable fishing place for you and your friend. Victor turned in the ~~following~~ enclosed note last evening, and it tells its own story. I believe it to be a good tip, hope you will take advantage of it and that you will have good fishing luck. And come up and see us in El Dorado some time.

Yours,

Rolla Clymer correspondence

E. Katz Special Advertising Agency

Established 1888

From *Kansas City Office*

WALDHEIM BUILDING

DATE August 15, 1934.

To

Times,
El Dorado, Kansas.

Attention - Mr. Rolla Clymer.

Dear Mr. Clymer:

If we were to believe all we read in Eastern newspapers at this time, we would surely think this part of the country has gone to the dogs.

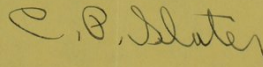
This is not true and with some real good rains, which Kansas is beginning to get, the complexion of El Dorado and other Kansas towns will be changed considerably.

What I would like to have you do is to write me your present local conditions, your business outlook and anything pertinent that might be used to sell the El Dorado Times in outside territory.

What I am going to do is to write a sales letter on El Dorado that our New York office will have for distribution to all Katz representatives.

C.P. Slater.
njh.

Very truly yours,



Rolla Clymer correspondence

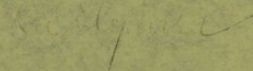
August 16, 1934

Miss Ellina C. Murdock,
6132 Warner Drive,
Los Angeles, Calif.

My Dear Lenat:-

Because we all need money so badly, we are taking another little dip into the pot. Your share is \$225, for which I enclose check. Please handle this in the way you have handled all others. We have burned up here and the end is not in sight yet. Business is very dull this month and the dividend may be all we can expect to have for the balance of the year. Still, it makes 9 per cent altogether this year, and 301 per cent since we started the business. Hope you are well.

Sincerely,



Rolla Clymer correspondence

CLARENCE V. BECK

COUNTY ATTORNEY

LYON COUNTY

EMPORIA, KANSAS

August 16, 1934.

Mr. Rolla Clymer,
Eldorado, Kansas.

Dear Mr. Clymer:

It was very nice of you to support me in the recent primary election, and I certainly appreciate the many splendid things you did for me.

Without the work of my friends, my efforts would have been useless.

With a hard campaign ahead of me this fall, I hope that I shall have your active support. I believe that with hard work the Republican Party will be able to carry this general election.

With kind personal regards, I am

Sincerely yours,

Clarence V. Beck

Clarence V. Beck.

CVB:1W

Candidate for Republican Nomination for Attorney General



The Wichita Eagle

WICHITA, KANSAS

MARCELLUS M. MURDOCK, PUBLISHER

August 16, 1934

Mr. Rolla Clymer,
El Dorado, Kansas.

Dear Rolla:

It was fine of you to go to the trouble of finding
me a fishing hole on the Walnut. I appreciate it.

And surely I'll be up to El Dorado some day to thank
you personally and tell you why this fishing party is of more im-
portance than it seems just viewed from a Sportsman's angle.

Again with thanks,

Marcellus

MarcellusMurdock/r

Rolla Clymer correspondence

NO. TIME FILED RECEIVED BY SENT BY	<h2 style="margin: 0;">WESTERN UNION</h2> <h2 style="margin: 0;">MONEY ORDER</h2> <p style="font-size: small; margin: 0;">NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT</p>	Form 72 H AMOUNT MONEY ORDER CHARGE TELEGRAPH TOLLS TOTAL
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Subject to the conditions below and on back hereof, which are hereby agreed to,

El Dorado, Kas August 17, 1934 19

PAY TO Mrs. R. A. Clymer

IF TO A WOMAN GIVE PREFIX MRS. OR MISS, IF PRACTICABLE

Street Address c/o Westminster Lodge

GIVE HOUSE NUMBER AND STREET

Place Saugatuck, Michigan

Amount Fifty Dollars and No Cents (\$ 50.00)

(A message, to be delivered with the money, costs but a little more and saves a separate telegram. It may be written on the following lines)

Message to be delivered with the money: Glad your telegram all well here

still warm love everybody.

Positive evidence of personal identity is NOT to be required from the Payee, and I authorize and direct the Telegraph Company to pay the sum named in this order at my risk to such person as its agent believes to be the above named Payee, UNLESS the following is signed.

POSITIVE PERSONAL IDENTIFICATION REQUIRED
I desire that the above named payee shall be required to produce positive evidence of personal identity before payment is made.

Signature _____

*Information for test question for identifying payee

Signature R. A. Clymer
 Sender's Address El Dorado, Kansas
for Reference
 Sender's Telephone Number _____

IN CASE OF FOREIGN MONEY ORDERS: Pay United States Dollars ☐ Pay in Local Currency ☐

Rolla Clymer correspondence

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1701-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.	(06)	DL = Day Letter
		NM = Night Message
		NL = Night Letter
		LCO = Deferred Cable
		NLT = Cable Night Letter
		WLT = Week-End Letter

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

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. Telephone 900 1934 AUG 17 AM 8 12

WZ5 50 NL=SAUGATUCK MICH MICH 16

R A CLYMER=

TIMES OFFICE ELDORADO KANS=

TELEGRAM RECEIVED THURSDAY MORNING WONDERFULLY RESTFUL
PLACE SIMPLE CAMP NO CROWDS GOOD FOOD SPEND HOURS ON
BEACH AND CHILDREN LOVE IT LEAVE HERE SUNDAY MORNING STAY
IN CHICAGO MONDAY TO MEET PEG'S FRIENDS WIRE MONEY FOR
HOME TRIP HERE OR CHICAGO CACKS TICKET FOOD PULLMAN ALL
WELL ALL SEND LOVE=

BETTY.

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Rolla Clymer correspondence

PARK COLLEGE
PARKVILLE, MO.

DEPARTMENT OF PUBLIC SPEAKING
FORREST W. BEERS,
JOHN BARNES

Aug. 17, '34

Editor Rolla Clymer, Eldorado Kans.
Eldorado Times, Eldorado Kans.

My dear Sir:- Mr. Kenneth Downey writes me that he is interested in procuring a position with you of some permanence and I am writing to advise you about my experience with him for the last two years & speak a word in his favor. He has been a very valuable man in the work of the Park College Press of which for 17 years I have been in charge. I have found him dependable and honorable to the last degree. He was assistant editor of the College Paper the last year & did a lot of proofreading for us on this and other work with high merit. He would have been editor were it not that a young lady was being pushed by some people of influence for that job and he was too disinclined to "fight it out" against her, and so the interests of the gentleman rather than those of the self-seeker prevented his pushing her case. I am done against one of the male order. I would heartily recommend Kenneth for any job he would undertake & I am sure he will make good. Very truly yours F.W. Beers

Rolla Clymer correspondence

August 17, 1934

Mr. C. P. Slater,
C/o E. Katz Special Advertising Agency,
Kansas City, Mo.

My Dear Mr. Slater:-

You have asked concerning conditions in Butler County and the adjoining territory and I hasten to answer you. We do not regard the present situation as at all critical. Kansas is usually dry in July and August. The heat spell has been more protracted this year than usual, but the country still has many resources that cause us to look forward to a brisk fall and winter business.

Our general business condition in this territory is based upon the threefold industries of general agriculture, cattle raising and oil. Our farmers are in an improved condition, despite the drouth. Most of them had good wheat crops and have been able to sell their grain at advanced prices. This brought a great deal of money into the country. The oats crop also was satisfactory, while barley and some of the smaller grains has had a good season. The prairie hay crop has been short and the corn crop is lost, the hot weather of the past 30 or 40 days having ruined that, except in certain bottom land regions. Farmers, however, are cutting their corn and turning it into ensilage. This makes good feed. If they care to sell it to the government, they can get \$6 per ton for it. The average acre yields four tons of ensilage, which would

Rolla Clymer correspondence

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total \$24, being the same sum as could be secured from an average yield of 40 bushels of corn to the acre at 60 cents per bushel. So there is salvage here. We usually get rains in this country about August 20, and the signs are good now that this phenomenon will be repeated. The regular rains will cause the forage crops, such as kafir corn, sorghum, sargo, feterita and the like to flourish and will provide an abundance of feed for all kinds of livestock. Moreover, these late rains will produce another crop of alfalfa hay and hay is now selling at wartime prices of upwards of \$15 per ton.

The Flint Hills pastures, upon which many thousands of cattle have been grazed this year, have held up well during the dry spell, with water enough in ponds and creeks to give the cattle enough to drink. Rains we can confidently expect now will keep enough feed in the pastures to graze the animals until frost. Our cattlemen feel they have a fair chance to dispose of their herds without loss, and are not discouraged.

The oil industry is in excellent condition. Kansas is allowed to produce about 130,000 barrels per day, under federal allocation, and all of this oil is going to market with the top price of \$1.08 per barrel prevailing. Drilling has been done the past year in an orderly manner, and payrolls for both oil field and refinery workers have doubled. We have two large refineries here, whose employees have been largely increased under NRA, with resultant advances in payrolls. There

Rolla Clymer correspondence

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is every reason to believe that the oil industry will hold up well under present federal control and that we may look for no slump there. Many new wells are being drilled in Butler County at this time, and the acid treatment of lime formations has been successfully employed in all areas to increase production. Oil is our backbone here and will keep us going.

Disregarding the source, this county is due to receive in September from \$250,000 to \$300,000 in corn-hog money, under contract allotments, every penny of which will be spent. That will help greatly in our general commercial business and should afford a brisk trade locally.

We have come through one of our hardest years, but the word quit is not in the Kansas category. We feel that we can look forward to general conditions of excellence during fall months and that Kansas will provide a market for all nationally advertised products in advance of that which it has been privileged to command during the foregoing years of the present depression.

I trust this information will be of some value to you. It has been carefully checked and reflects what I believe to be the true situation.

Very truly yours,

EDITOR



PHILLIPS PETROLEUM COMPANY

SALES DIVISION

WICHITA, KANSAS

August 17, 1934.

E. H. LYON
Division Manager

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

Dear Sir:

In reply to your request regarding our advertising schedule, wish to advise that this matter is handled through our Mr. Wayde Grinstead, advertising manager at Bartlesville, Oklahoma.

We regret that you did not appear on the schedule this year and we appreciate the many nice things you said in your good letter regarding Jack Earl, our hustling agent at Eldorado. We believe it would be, no doubt, helpful to him and his work to have this advertising medium which you suggest, but until the volume warrants the same, in all probability your good paper will not be included in the schedule.

We suggest you write our advertising department, relative to this matter.

Assuring you that we appreciate your good letter, and that we will try to cooperate in every way possible, we are

Very truly yours,

E. H. Lyon, Div. Mgr.,

By - *Louis G. Wilke*

LCW:BLF



Rolla Clymer correspondence

August 18, 1934

Governor Alf W. London,
Topeka, Kansas

My Dear Governor:-

This letter will be presented to you, or to some of your subordinates, by Mr. Grover Clingan, who is seeking a job on the state highway patrol. I believe him to be eminently qualified for such position. He was formerly deputy sheriff of this county and made a good record in that office, showing fearlessness in his handling of criminals and using high intelligence in the solution of crimes. It was due to his insistence and genius that an excellent finger print record was established in the office of the Butler County sheriff. Mr. Clingan is a young man of vigor, bears a fine reputation in this community, has been a life-long Republican and is loyal to your administration. If there is any opening for him, it is my opinion the state will profit by his employment.

Very truly yours,

Rolla Clymer



314 FOURTH NAT'L BANK BLDG.

PHONE 3-7321
L. D. 276

THE WOLF CREEK OIL COMPANY

OIL AND GAS PRODUCERS

WICHITA, KANSAS

August 18, 1934

The Stockholders
Wolf Creek Oil Company

Gentlemen:

We are enclosing herewith a dividend of one percent on the stock of the Wolf Creek Oil Company, to the stockholders of record as of August 15, 1934. This is a small dividend, and is being sent out more for the opportunity of giving the stockholder a little information as to what we are doing than as a return on their investment.

Conditions have been bad in the oil business as well as nearly every other line. It is not our intention to make apologies, but are just stating the facts. The company has \$259,200 of stock outstanding at par. We have an earned surplus as of July 1, of \$147,811.36. We have shown in the first six months of this year, not taking out depreciation, a little over \$35,000 profit, however we have considerable development facing us at this time and are not willing to hazard a guess as to what we will be able to do in the dividend line in the immediate future.

The company is in fine shape, has it's bills paid up in good shape and it's properties are well worth the capital stock plus the surplus. We appreciate the fine attitude the stockholders have shown during the trying times we have had and feel sure their investment in the Wolf Creek Oil Company will justify the confidence they have shown.

If at any time you wish any information, we are glad to have your inquiries and will endeavor to give you all the information we have at hand relative to the company's business.

Very truly yours,

THE WOLF CREEK OIL COMPANY

By_ O. E. Sutter - Pres.

wmb



August 20, 1934

Sherla Lee Fisher,
Wichita, Kansas

Dear Madam:-

We have no idea of the source of the statistics on the enclosed clipping. This was produced by Mr. R. Kenneth Evans about four years ago when he published a special edition for us. Mr. Evans was never connected with our paper and we have no knowledge of his present whereabouts. Are sorry that we cannot be of service in this matter.

Very truly yours,

THE EL DORADO TIMES

by



August 20, 1934

Lunsford, Barnes & Company,
Wichita, Kansas

Attention Mr. W. H. Moberly

Dear Sirs:-

I hope you haven't forgotten us on the capital stock tax returns. I was in to see you about ten days ago but found you absent on vacation. Had a talk with Mr. Smith and he said you would probably be in El Dorado soon. I shall not be in Wichita again probably until the last of this week, say Saturday. Could I see you in the afternoon on that day?

Very truly yours,

Rolla Clymer correspondence

E. Katz Special Advertising Agency

Established 1888

From *Kansas City Office*
WALDHEIM BUILDING

DATE August 21, 1934.

To Times,
El Dorado, Kans.

Gentlemen:

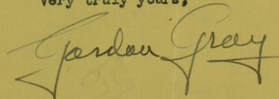
Will you please go to your local banks and find out the total amount of money on deposit on Thursday, August 23rd? Also, find out how much money was on deposit the same day a year ago and let me have the total figures.

We have naturally been hearing much about the drought but if bank deposits mean anything, I believe we can use the story effectively, for I notice the Kansas City bank deposits for the last few weeks have been in excess of deposits a year ago despite the drought.

Accordingly, let us have this information at your earliest convenience.

Very truly yours,

Gordon Gray.
njh.





STATE OF KANSAS
EXECUTIVE DEPARTMENT

FRANK J. RYAN, SECRETARY OF STATE
TOPEKA

August 21, 1934.

Mr. Rolla Clymer,
Eldorado, Kansas.

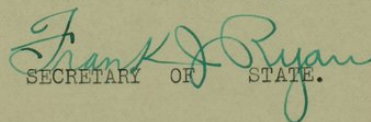
Dear Rolla:--

Quite a number of people mentioned the Editorial appearing in the Times, and of which I received a copy, that is why I became interested and wanted to read it.

After doing so, I want to make this brief comment - the article set out only as you, and better than me, could do it, my very few good points, and at the same cloaking my many defects in such a masterful way as to make the Editorial a compliment to you, and very pleasing to me, personally.

Please accept my kindest regards.

Yours very truly,


SECRETARY OF STATE.

FJR:L