

Governor Henry J. Allen, correspondence files, box 7

Section 31, Pages 901 - 930

These folders contain correspondence subject files with Governor Allen. The major subject is the coal mine strike from 1919-1920.

Creator: Kansas. Governor (1919-1923 : Allen)

Date: 1919-1923

Callnumber: Governor's Office, Governor Henry J. Allen, Correspondence Files, Subject Files Box 7

KSHS Identifier: DaRT ID: 309497

Item Identifier: 309497

www.kansasmemory.org/item/309497



Governor Henry J. Allen, correspondence files, box 7

January 15, 1920.

Lincoln Traction Co.,
Lincon, Nebraska.

Gentlemen:

Attention Mr. Shaw.

In order that we may get our records straight as to just what coal has been shipped to you by us and what you have received, I am listing below dates, numbers and amounts of invoice as our records stand:

| | | |
|----------|-------|------------|
| 12/17/19 | 81975 | \$ 199.52 |
| " | 82665 | 200.60 |
| " | 71707 | 184.26 |
| " | 27469 | 221.28 |
| " | 71787 | 230.05 |
| " | 32266 | 227.90 |
| " | 60958 | 172.86 |
| " | 95664 | 163.19 |
| " | 77398 | 220.27 |
| 12/18/19 | 22991 | 170.43 |
| " | 32384 | 221.66 |
| | Total | \$ 2212.02 |

The above amounts were arrived at, as you are aware, by our adding \$1.50 to the Government price on each grade. By our agreement with Mr. Shaw we were to reduce each of these invoices 75 cents per ton which would make a total of \$1832.52, which you would owe us on our entire shipments to you.

The banks have returned to us all of the drafts and bills of lading to cover each of these cars with the exceptions of 22991 and 32384 shipped you on the 18th, and we have in turn given the railroads the order bills of lading and instructed them to release the coal to you.

Governor Henry J. Allen, correspondence files, box 7

#2.

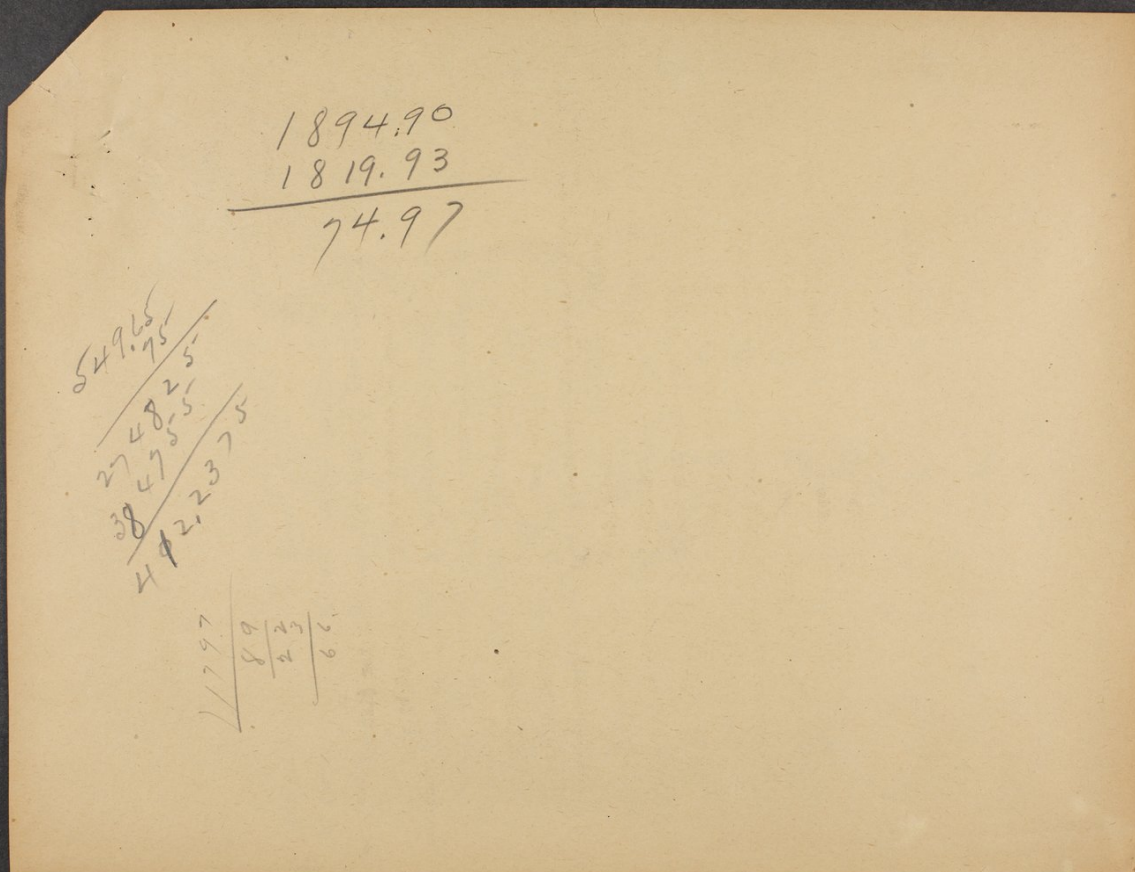
We are at a loss to understand just what became of these two cars, as the banks have never notified us of protest on the drafts and in your remittance of January 9th you evidently did not include these two cars.

We would ask you to kindly give us a list of all coal received by you and any other information which you might have concerning same.

Yours very respectfully,

T/H

Governor Henry J. Allen, correspondence files, box 7



Governor Henry J. Allen, correspondence files, box 7

CK #1764

March 12, 1920.

Mr. O. W. Dawson, Mayor
Great Bend, Kansas.

Dear Sir:

We are pleased to hand you herewith our check for \$120.10 representing payment, refund on account of shortage claimed by you under shipment of two cars of coal and being SF 73637 and SF 74431, shortage being 49,500 and 27900 pounds respectively.

We have been somewhat delayed in getting to this claim for the reason that all such matters have been allowed to accumulate until such time as we were able to practically close the affairs of the Receivership; we would be very glad indeed to allow the balance of the claim representing the additional freight from Arcadia as you have suggested but we learn upon investigation that this is the rate which applies in that District, even though this being the case, had we ample funds we would be inclined to pay it and with this explanation and the effort on part to satisfy you in the premises, we are hoping that our action may meet with your entire approval.

Yours very respectfully,

CC- Mr. C. M. Reed.

Governor Henry J. Allen, correspondence files, box 7

O. W. DAWSON, Mayor
GREAT BEND, KANSAS

February-11-1920;

C.D. Sample and B.S. Gaitskill, Receivers,
Pittsburg, K a n s a s.

Gentlemen;

I have been endeavoring to secure an adjustment on two cars of coal shipped to me by you, having written to Clyde Reed, the Governor's secretary a number of times, and have been assured that the matter would receive attention, but so far have been unable to get the matter adjusted. I ordered one car, which was duly received and unloaded, and I then received notice of the arrival of three more, and I arranged for a place for this coal, although at some difficulty, the stress having passed. The first car was shipped from Pittsburg taking a rate of \$2.60 freight. After unloading this coal received last and having sold it I found it had been shipped from Arcadia, with a rate of \$3.10; also that said two last cars, towit, SFF73637, loaded with 50500 and SFF74431, loaded with 72100 lbs. were both loaded in cars of 100,000 minimum capacity, and when the railroad company came to collect the freight they charged me the freight on the minimum capacity of the car, and represented that their instructions require them to do this; by reason of these cars being so loaded I paid freight on blue sky as follows;

| | | |
|--------|-----------|----------|
| #73637 | 49500 lbs | \$76.72 |
| #74431 | 27900 lbs | \$43.38 |
| Total | | \$120.10 |

Also the additional freight from Arcadia
100 tons at 50 ¢ \$ 50.00

It would appear reasonable that the authority that loaded these 50 ton cars minimum capacity with a half load or two thirds should stand that difference in the freight, and also that extrafreight rate from Arcadia; the first items at least.

Please let me hear from you and oblige,
Very truly yours,

O W Dawson
Mayor.

Governor Henry J. Allen, correspondence files, box 7

MEMBERS OF COURT
W. L. HUGGINS, PRESIDING JUDGE
CLYDE M. REED
GEORGE H. WARR
CARL W. MOORE, CLERK

STATE OF KANSAS
COURT OF INDUSTRIAL RELATIONS
TOPEKA

March 5, 1920

Mr. B. S. Gaitskill,
Receiver Coal Properties,
Pittsburg, Kansas.

Dear Mr. Gaitskill:

During the past several weeks there has been both telegraphic and letter correspondence concerning freight charges on coal consigned to Great Bend, Kansas.

It seems the cars were not loaded to their marked capacity but the city was charged freight rates on that basis and desires an adjustment of the difference between the freight on the coal actually shipped and that charged, based on car capacity.

As the loading of the coal was wholly under the direction of the receivers and the city of Great Bend had no influence on the situation whatever, it seems to be fair that the adjustment should come from the receivers side. I should be glad to have your view of the situation.

In all of the correspondence we have had on behalf of Governor Allen upon this subject, we have not had a reply from anyone representing the receivers and the Mayor of Great Bend advises me again that he has had no adjustment of the difficulty.

Yours very truly,

Frank Lead

310
260
500

Governor Henry J. Allen, correspondence files, box 7

MEMBERS OF COURT
W. L. HUGGINS, PRESIDING JUDGE
CLYDE M. REED
GEORGE H. WARE
CARL W. MOORE, CLERK

STATE OF KANSAS
COURT OF INDUSTRIAL RELATIONS
TOPEKA

February 5, 1920

Messrs. C. D. Sample and B. S. Gaitskill, Receivers,
Pittsburg, Kansas.

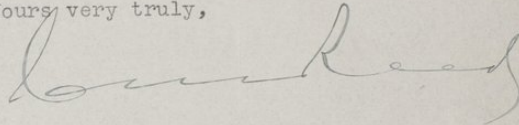
Gentlemen:

Mr. O. W. Dawson, mayor of Great Bend, complains that two cars of coal billed to him during the state operation had less than the marked weight of the car, which resulted in his having to pay a freight rate greater than the coal actually received.

I do not know what your practice may be but inasmuch as the shipper and not the consignee controlled the loading of the car, he should be protected on the difference between the freight on the coal actually shipped to him and the rate charged.

This is a subject that has been called to the attention of the receiver several times and I shall be glad if you will give it your early attention and hope it will be possible to affect a satisfactory adjustment.

Yours very truly,




CMR-W

Governor Henry J. Allen, correspondence files, box 7

Form 1204

| CLASS OF SERVICE | SYMBOL |
|------------------|--------|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words), this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.



WESTERN UNION TELEGRAM

| CLASS OF SERVICE | SYMBOL |
|------------------|--------|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words), this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

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

RECEIVED AT

59KSRB12 4 exa

Topeka Kans 443P Jan 15 1920

C D Sample and B S Gaitskill

Pittsburg Kans

Please expedite adjustment case of Mayor Dawson Greatbend

Clyde M Reed

Secy to the Govr

503P

Governor Henry J. Allen, correspondence files, box 7



CITY HALL

City of Great Bend

O. W. DAWSON, Mayor
GREAT BEND, KANSAS

W. H. HAMMOND, Commissioner of Finance
L. P. ABER, Commissioner of Improvements

F. A. MOSES, City Clerk
C. R. ALDRICH, Treasurer
J. W. CLARKE, Attorney

T. C. BROWN, Police Judge
E. L. ROBINSON, Marshal
A. C. FORD, Assistant Marshal

December-31-1919;

Hon. Clyde Reed,

Topeka, Kansas.

Dear Friend Reed;

Confirming our telephone conversation this afternoon, regarding the coal matter; the cars referred to are,
No. 73637 billed at 50500 lbs, and
No. 74431 billed at 72100 lbs.

The minimum weight or capacity on both these cars is 100,000 lbs. and I am informed by the agent here, W. R. Klinedinst, Santa Fe, that they are required to collect freight on at least the minimum capacity. Then both cars were some short, but that is not so bad. As it stands, I went ahead and unloaded the cars before I received this information, and had to pay freight on 100,000 pounds on each car.

Then again I supposed these cars were from Pittsburg, taking a rate of \$2.60, and found when I paid the freight they were from Arcadia, taking a rate of \$3.10.

I ordered but one car, and they shipped me four, and I have tried to take care of them, but had quoted a price based on the Pittsburg rate of \$2.60, and supposed the freight would be computed on the amount of coal shipped. It would seem somebody made considerable of a blunder in loading out 50 ton cars with about half a load, when they knew the freight would be computed on minimum capacity.

As it stands now I stand to lose the freight paid on the shortage in loading out of 77400 lbs on the two cars at \$3.10 per ton, \$239.94 and the 50 cents additional freight rate from Arcadia on 100 tons, or \$ 50.00 or a total of \$289.94.

This does not take into account the actual shortage on the cars, but I am willing to forget about that.

It would seem there should be some way of adjusting this matter, and trust you can have it adjusted there without any trouble.

Very truly yours,

O. W. Dawson

*Best wishes for the
New Year*

11/2/20

Governor Henry J. Allen, correspondence files, box 7

CK #1767

March 12, 1920.

Mr. H. C. Bigelow, Mayor
Gardner, Kansas.

Dear Sir:

We are pleased to enclose herewith our check for \$27.75 and covering in refund account of your claim for shortage of 10,000# of coal shipped through the Receivers' office and being Frisco 83282.


We have figured this as 5 tons of coal at the billing price of \$5.55 per ton or \$27.75 for which we remit herewith.

Trusting that this meets with your entire approval and will prove satisfactory, we beg to remain

Yours very respectfully,

S/H
CC- C. M. Reed.

Governor Henry J. Allen, correspondence files, box 7

| | | | |
|--------------------------|--|--|----------------|
| CLASS OF SERVICE DESIRED | | WESTERN UNION  TELEGRAM | Form 1205 |
| Telegram | | | Receiver's No. |
| Day Letter | | | Check |
| Night Message | | | Time Filed |
| Night Letter | | | |

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

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

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

12/24/19 ✓

H. C. Bigelow, Mayor
Gardner, Kansas.

Your letter December twenty second regarding shortage in car eighty three two eighty two. This is a matter which you must take up with the railroad company. We will expect you to pay our draft for the full amount and then present your claim for shortage to your local railroad agent.

C. D. Sample
B. S. Gaitskill
Receivers.

Receivers' account.

Governor Henry J. Allen, correspondence files, box 7

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 unrepeat message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED 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 UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially noted; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors, omissions or omissions of messages.

2. In any event the Company shall not be liable for damages for any mistake or delay in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

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. 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. Several terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all foregoing terms.

8. 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.

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. Day Letters shall be written in plain English. Code language is not permissible.

c. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

d. 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 rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

a. 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.

b. Night Letters shall be written in plain English. Code language is not permissible.

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

Governor Henry J. Allen, correspondence files, box 7



The Farmers Bank

CAPITAL \$ 25,000.00
SURPLUS \$ 25,000.00

GARDNER, KANSAS,

F. W. SPONABLE, PRESIDENT
H. C. BIGELOW, VICE PRESIDENT
W. J. JOHNSTON, VICE PRESIDENT
H. O. CRAIG, CASHIER
E. E. ARMSTRONG, ASST. CASHIER

December 22, 1919.

C. D. Sample & B. S. Gaitskill, Receivers,
Acme Coal Company,
Pittsburgh, Kansas.

Gentlemen:

ck 1767
We are in receipt of a car of coal, shipped in Frisco car, #83282, billed to us at 73000 pounds. We had it weighed carefully on the same scales, and it weighed out-right at 63000 pounds, which is about 10000 pounds short of your bill.

The only way we can account for this is that you counted as coal quite a bit of frozen sand in the bottom of the car. This was over a foot deep at both ends, and you must have taken the weight of the empty car, and then weighed it with this coal and sand in it. We, of course, expected a small shortage of probably a ton or two, but there is certainly something wrong when the shortage runs 10000 pounds.

We have a number of men who can make an Affidavit in regard to this sand, and we wish you would let us know what kind of a claim you want us to present.

We were very glad to get the coal, even though it was not a good grade, and cost us more than good lump coal would cost today, but we know you do not want us to pay for such a shortage as we had in this car.

Please let us hear from you as soon as possible, and oblige,

Yours very truly,

Pay

HCB/W

H C Bigelow
Mayor.

City of Gardner

Governor Henry J. Allen, correspondence files, box 7



The Farmers Bank

CAPITAL \$ 25,000.00
SURPLUS \$ 25,000.00

GARDNER, KANSAS,

F. W. SPONABLE, PRESIDENT
H. C. BIGELOW, VICE PRESIDENT
W. J. JOHNSTON, VICE PRESIDENT
H. O. CRAIG, CASHIER
E. E. ARMSTRONG, ASST. CASHIER

February 11, 1920.

Messrs. C. D. Sample and B. S. Gaitskill, Receivers,
Acme Coal Company,
Pittsburg, Kansas.

Gentlemen:

We want to call your attention again to the car of coal, shipped to the City of Gardner in Frisco car #83282, billed to us at 73000 pounds, and which weighed out 62990 pounds.

We wrote you about this on December 22d, but you wired back that it was up to us to put in a claim against the Railroad Company. We have taken it up with them, and they say that if there was a lot of frozen sand in the bottom of the car, it was not their fault, but was a mistake of the Coal Company.

We are perfectly willing to stand a reasonable amount of coal to be taken off the car in transit, but we know that you do not expect us to stand a loss of about 10,000 pounds.

A number of men here saw the car when it was unloaded and can testify to the frozen sand being in the bottom of the car. It looks to us that it is a claim against the Coal Company rather than against the Railroad Company.

We can give you an affidavit for each load taken from this car, and also affidavits from men who saw the car when unloaded. It was all unloaded in one day and under the direction of our city marshal, so we know that our weights are correct and no loads were missed.

I wish you would please let us hear from you again in regard to this, and greatly oblige,

Yours very truly,

H. C. Bigelow

President

HCB:W

207 10.000
5 TONS.
555
#27.75



Governor Henry J. Allen, correspondence files, box 7

February 26, 1920.

Maley & Kelly,
Lecompton, Kansas.

Gentlemen:

Calling your attention to statement of your account under date of December 27, 1919, in connection with the labor and expense of shipment of grading outfit to Arcadia, Kansas. There are a great many things in this statement that do not appeal to us as being fair and just and some of them seem to be very, very excessive.

In the item of time of laborers and teamsters loading, unloading and hauling equipment, tools, etc., to camp eight miles, 345 hours at 50¢ making \$172.50. We think that \$100.00 is ample to cover this item and that you would be amply paid by receiving \$100.00.

The time of foreman and blacksmith, monthly men, 14 days each at \$6.00, \$168.00. You do not state what you pay these men per month. We think \$140.00 would be ample pay for this item.

We, therefore, ask you to reduce this statement in these two items of \$72.50 and \$28.00, making a total reduction of \$100.50 leaving on this statement a balance of \$282.58. Upon being advised that you concede this reduction from this claim, we will send you a check for this amount.

Let us hear from you concerning this matter.

Calling your attention further to an additional statement under date of December 27, 1919, item covering rental 21 head horses and mules, noon December 3rd to and including December 26th. We think that \$1.00 a day for team rental is sufficient, this would make a deduction on this item of \$151.07, leaving what we would consider reasonable the sum of \$246.75.

On the next item of the rental of elevating grader, 23½ days you have charged \$7.50 per day. Under all of the circumstances surrounding this matter, we figure that \$2.50 per day is ample rental for this machine, in fact, there ought not to be anything, and we ask you to reduce this item by two-thirds, which would leave the balance, which we consider reasonable \$58.75.

The total of this statement as you sent it to us was \$574.07, making the deduction that we have suggested above, would leave \$305.50.

As soon as you advise us that you will make the deduction that we have herein called your attention to and requested, we will re-

Governor Henry J. Allen, correspondence files, box 7

-2-

mit you covering this claim.

Let us hear from you promptly.

Yours truly,

G/H

Governor Henry J. Allen, correspondence files, box 7

Ho 127

Lecompton, Kansas, Dec 27 1919

State Receivers of coal Properties,
To - Maley & Kelly, Dr. - Lecompton, Kansas

For labor and expense in connection with shipment of grading outfit to Arcadia, Kansas, from Lecompton, Kansas, and return, on orders from John Spiteaufsky, M W Watson and Clyde M Reed:

| | |
|--|-----------------|
| Expenses of C Ross with stock, from Lecompton to Arcadia, and back to Lecompton: | 13.30 |
| Express on pump. Lecompton to Arcadia and return | 4.00 |
| Express on saddle, Arcadia to Lecompton, | 2.00 |
| Use of Ford car, gasoline and oil, at Lecompton | 5.00 |
| Expense of J H Maley, at Lecompton and Topeka, | 3.00 |
| Time of laborers and teamsters, Dec 14 at Arcadia, and subsequently at Lecompton, loading, unloading and hauling equipment, tools, etc., Lecompton to camp, eight miles, 345 Hours @ .50 | 172.50 |
| Time of Foreman and blacksmith, monthly men, same, 14 days each @ 6.00 | 168.00 |
| Fares of J Gardner, W B McMillan, Geo. Johnson, Bert Johnson and J Sheehan, Kansas City to Lecompton, 6 fares @ 1.65 each | 9.90 |
| Fare of Lee Collins, Arcadia to Kansas City (receipt) | 3.73 |
| Fare of Lee Collins, Kansas City to Lecompton, | 1.65 |
| | <u>\$383.08</u> |

Correct: *Henry J. Allen*

Approved: *John L. French, Asst State Accountant.*

APPROVED as being reasonable
Jacobson
STATE HIGHWAY ENGINEER

286
168
383.08
574.07
957.15
CR-1745

Governor Henry J. Allen, correspondence files, box 7

Hold
Kansas City, Mo., December 27 1919

State Receivers of Coal Properties,

To - Maley & Kelly, Dr. Kansas City, Mo.

Account shipment to Coal Fields, order of Jno. Spitcaufsky
W.M. Watson and Clyde M Reed.

Rental 21 head of horses and mules, Noon Dec. 3rd
to and including December 26th:

10-1/2 teams, 23-1/2 days each, at \$50. per Mo. \$397.82

Rental of elevating grader, 23-1/2 days @ \$7.50 $\frac{176.25}{\$574.07}$

Correct:

Henry J. Allen

Approved:

John D. French, State Accountant

APPROVED as being reasonable.
W. H. Watson
STATE HIGHWAY ENGINEER

Governor Henry J. Allen, correspondence files, box 7

1022M-G-18
FREIGHT BILL

Consignee *Maley & Kelly Const Co* Station *12-8* Form is Uniform
Destination *Arcadia, Kan.* FREIGHT BILL NO. *1919*
Route *2712*

FRISCO LINES

To ST. LOUIS-SAN FRANCISCO RAILWAY CO., Dr. FOR CHARGES ON ARTICLES TRANSPORTED:

| WAY-BILLED FROM POINT AND DATE OF SHIPMENT | WAY-BILL DATE AND NUMBER | FULL NAME OF SHIPPER | CAR INITIALS AND NO. |
|---|--------------------------|-----------------------------------|----------------------|
| <i>Le Compton, Mo. 12/12</i> | <i>12/12</i> | <i>Maley & Kelly Const Co</i> | <i>1666 NYC</i> |

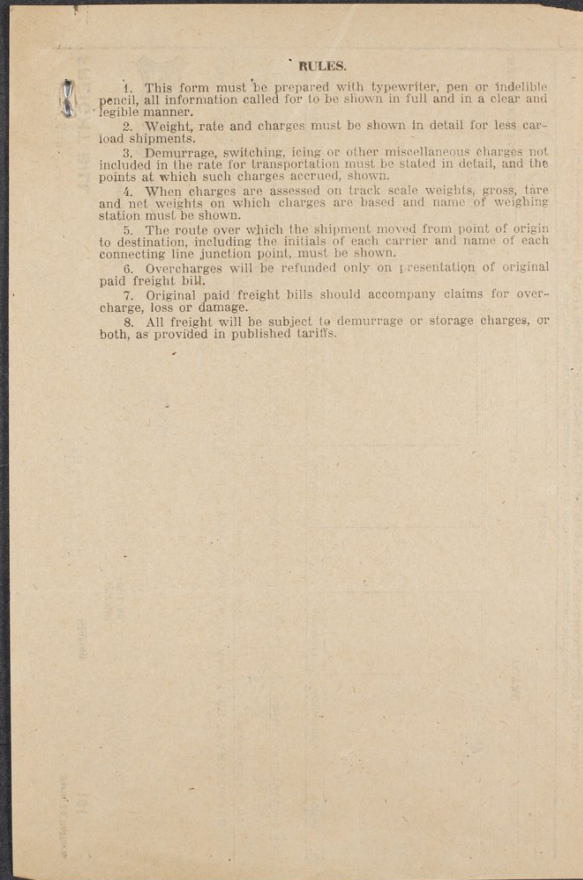
| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|--|--------------|-----------|-------------|----------------|------------|
| <i>Conts Outfit</i> | <i>14000</i> | <i>14</i> | <i>8360</i> | | |
| <i>Copy</i> | | <i>22</i> | <i>5400</i> | | |
| <i>*TOTAL PREPAID, \$</i> | | | | <i>War Tax</i> | <i>263</i> |

RECEIVED PAYMENT *ck 12/18* 191 AGENT

TOTAL *9073*

FOR USE AT JUNCTION POINTS ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT
BILL MUST ACCOMPANY CLAIMS MADE FOR OVERCHARGE, LOSS OR DAMAGE

Governor Henry J. Allen, correspondence files, box 7



Governor Henry J. Allen, correspondence files, box 7

6-18
FREIGHT BILL

Arcadia, Kan. Station 12-8 1919

Consignee *Maley & Kelly Co.* FREIGHT BILL NO. *734*

Destination *St. Louis*

Route *2917*

(POINT OF ORIGIN TO DESTINATION)

To ST. LOUIS-SAN FRANCISCO RAILWAY CO., Dr. FOR CHARGES ON ARTICLES TRANSPORTED:

| WAY-BILLED FROM POINT AND DATE OF SHIPMENT | WAY-BILL DATE AND NUMBER | FULL NAME OF SHIPPER | CAR INITIALS AND NO. |
|---|--------------------------|------------------------------|-------------------------------|
| <i>Lebanon Mo 1/25/1919</i> | <i>1757</i> | <i>Maley & Kelly Co.</i> | <i>9145</i> |
| | | PREVIOUS WAY-BILL REFERENCES | ORIGINAL CAR INITIALS AND NO. |

| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|--|-------------|-------------|-------------|-------------|-------------|
| <i>31 Horses & Mules</i> | <i>3000</i> | <i>2150</i> | <i>2198</i> | <i>7500</i> | <i>6498</i> |
| | | <i>4000</i> | <i>4000</i> | <i>195</i> | <i>195</i> |
| | | | <i>6498</i> | War Tax | <i>6693</i> |

66.98
87.60
152.58

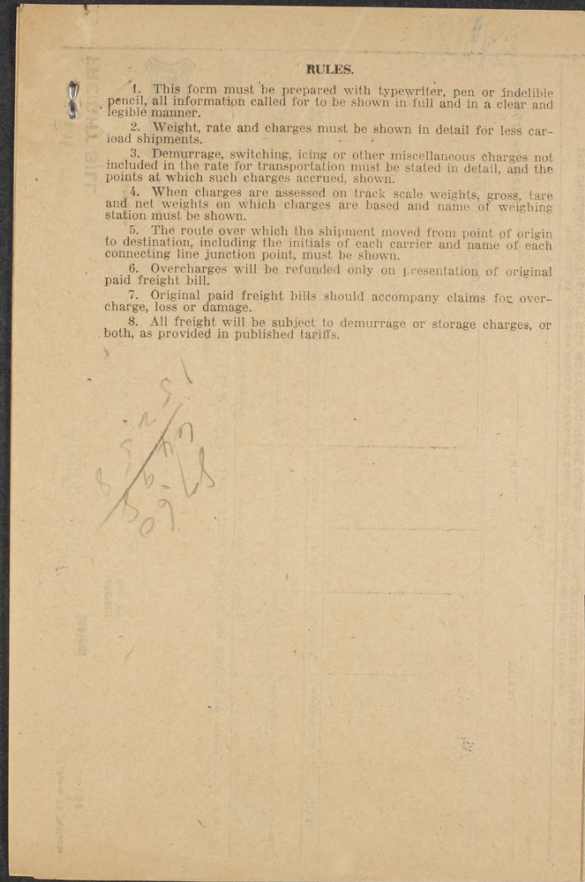
TOTAL PREPAID, \$

RECEIVED PAYMENT _____ 191 _____ TOTAL _____

AGENT _____

*FOR USE AT JUNCTION POINTS ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT

Governor Henry J. Allen, correspondence files, box 7



Governor Henry J. Allen, correspondence files, box 7

CLYDE M. REED
SECRETARY TO THE GOVERNOR

STATE OF KANSAS
HENRY J. ALLEN, GOVERNOR
TOPEKA

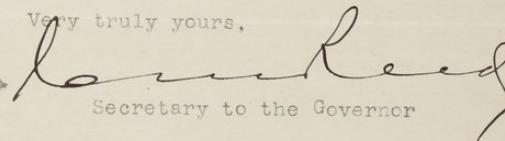
December 23 1919

Mr. C. D. Sample,
Mr. P. S. Gaitskill,
Receivers,
Pittsburg, Kansas.

Gentlemen:

Herewith is statement from the Adjutant
of the American Legion Post at Fredonia concerning
equipment for the Fredonia boys in charge of some
trucks. I would suggest that you arrange with the
men named to have the equipment turned in to you
and pass their bills for payment as promptly as
possible.

Very truly yours,


Secretary to the Governor

*OK for
\$75.70 see
list attached*



Governor Henry J. Allen, correspondence files, box 7

BEN S. HUDSON,
POST COMMANDER
CLIFFORD W. BYERLY,
VICE COMMANDER

GEORGE A. VERCHERE,
FINANCE OFFICER
THOMAS D. HAMPSON, JR.,
POST HISTORIAN
CHARLES DOTY,
POST MASTER AT ARMS

Charles Walters Post No. 1

AMERICAN LEGION
L. J. PRITCHARD, ADJUTANT

FREDONIA, KANSAS.

December 19, 1919.

Hon. Henry J. Allen,
Governor of Kansas,
Topeka, Kansas.
Dear Sir:

Referring to our conversation at your office in Pittsburg regarding the special equipment purchased by the Fredonia boys in charge of the Wilson County trucks beg to advise that the boys returned home with the trucks yesterday evening and have informed me that the account turned in by them for their equipment which they were authorized by you to purchase were held up until the day before they were released and then were advised that in order for them to receive their money that it would be necessary for them to turn in the equipment purchased by them, in which case they would have another days work in their drive with the trucks from Pittsburg to Fredonia without the necessary equipment.

As per your instructions the boys called at the Receiver's office for their money which you had arranged for and although there was no objections made as to the amounts of the bills they were put off from time to time for different reasons until the day mentioned as stated above.

This appears to be a very unusual request and rather than to work another day and deliver the trucks to Fredonia without their equipment they refused to turn in their equipment and did not receive their money. If the boys statements in this respect are so, and I have no reason to think otherwise, it would appear that the receivers of the coal mines are taking the same position the government did in regard to the soldiers before and after the war. When the war started they were badly in need of men and they were given much more consideration than they were after the war was won. Now that the boys are home from the mines they are willing to turn in their equipment provided that they receive their money?

I beg to enclose herewith a statement of the names and amounts and I will be very glad to hear from you as to

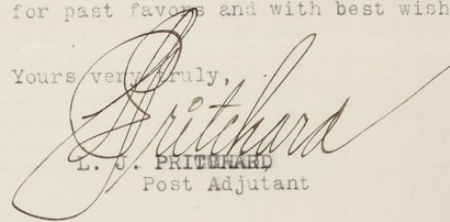
Governor Henry J. Allen, correspondence files, box 7

H.J.A. #2,

the proper way to take this matter up and also would like
to have your personal opinion. Anything you can do for us
in this matter will be appreciated.

Thanking you for past favors and with best wishes,
I beg to remain,

Yours very truly,



L. J. PRITCHARD
Post Adjutant

LJP/SMS

Governor Henry J. Allen, correspondence files, box 7

Wilson County Truck Drivers.

Clothing

| | | <u>Pay</u> |
|---------------------|---------------|--------------|
| R. Rich..... | \$15.00 | 10 |
| J. W. Ganes..... | 15.00 | 10 |
| R. Thomas..... | 15.00 | 10 |
| R. Wolever..... | 15.00 | 10 |
| E. Shell..... | 15.00 | 10 |
| D. C. Shark..... | 15.00 | 10 |
| T. Hapson..... | 8.50 | 5.70 |
| F. A. Risinger..... | 15.00 | 10 |
| | <u>113.50</u> | <u>75.70</u> |

For Overalls, Overshoes and Mittens.

F. A. Risinger,
Truck Foreman,
Fredonia, Kansas.

*These claims were reduced 33 1/3% on account
of clothing not returned for salvage.
Total paid \$75.70*

*OK'd to
1924-1931*

Governor Henry J. Allen, correspondence files, box 7

G. L. STERLING, PRESIDENT
BELL PHONE 7944

W. R. ONAN, SECRETARY

C. A. PATTON, TREASURER
BELL PHONE 643

Pittsburg, Kansas, 1-28 1920

M. *Salvage Department*
Jo Richards *Pittsburg*

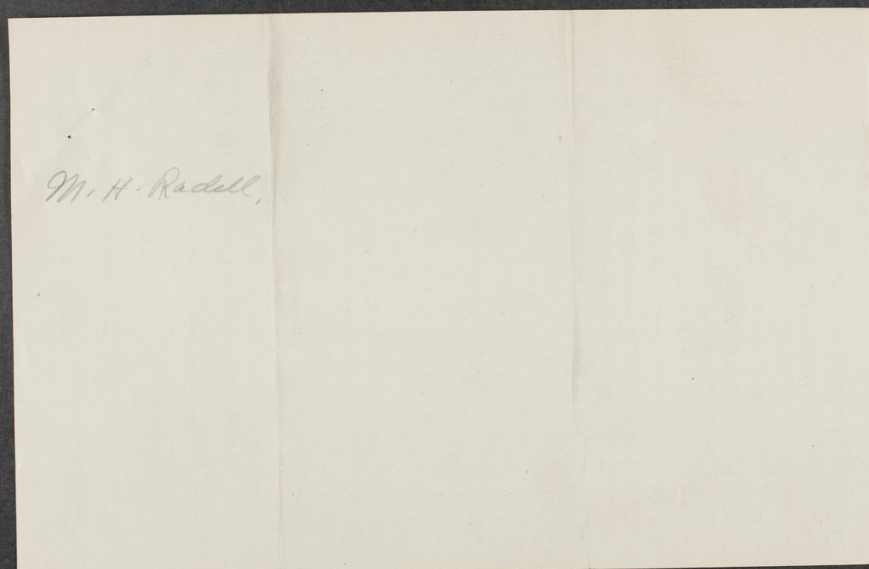
IN ACCOUNT WITH

Merchants Transfer Company
OFFICE 109 WEST THIRD STREET
OFFICE PHONE 79

ck 169k

| | | |
|-------|--|--------|
| 12-23 | Trk to Joe Station near Wein | X 6 50 |
| 12/13 | Moving goods from Blue Wad | 2 00 |
| " | " Office | X 3 35 |
| " | " Desk | X 75 |
| 12/14 | " Water R.E. to W.D. Wicks | X 4 00 |
| 12/14 | Del to 1701 S Joplin | 1 50 |
| 12-22 | " " McJunkin Road | 1 85 |
| 1-2 | Coal for Office | 1 75 |
| 1-12 | Dray on Desk from S-C | X 75 |
| 1-16 | " to Holders Roads | 50 |
| 1-7 | " " Back out of W.D. Wicks | 2 00 |
| 1-14 | 1 Man helping at Office | 50 |
| 1-7 | Dray on stores + Col. Woods to Brown + Bury Bar | 4 00 |
| 1-14 | Dray to Jop for Wein | 50 |
| 1-16 | " " At " Joplin | 61 |
| 1-16 | " " " " Joplin | 25 |
| 1-16 | " " " " Joplin | 1 48 |
| 1-16 | " " " " Joplin | 1 62 |
| 1-16 | " " " " Joplin | 25 |
| 1-19 | " " K.C. Wicks | 1 75 |
| | | 35 91 |

Governor Henry J. Allen, correspondence files, box 7



Governor Henry J. Allen, correspondence files, box 7

G. L. STERLING, PRESIDENT
BELL PHONE 1844

W. R. ONAN, SECRETARY

C. A. PATTON, TREASURER
BELL PHONE 643

Pittsburg, Kansas, 1-28 1928

M _____

IN ACCOUNT WITH
Merchants Transfer Company
OFFICE 109 WEST THIRD STREET
OFFICE PHONE 79

| | |
|-----------------------------|--------------|
| Burt Ford | 35.91 |
| 1-15-16-17-19 Picking goods | 22.90 |
| Material used | 3.20 |
| 1-21 Men working at Office | 5.00 |
| 1-21 Pay on goods to Office | |
| for KC Mo | 2.25 |
| 1-26 For Teams hauling to H | 10.65 |
| 1-27 Truck hauling to H | 7.85 |
| | <u>83.26</u> |
| | 8.85 |
| | <u>74.41</u> |
| | 6.30 |
| | <u>67.91</u> |
| 3.35 | |
| 1.75 | |
| 4.00 | |
| 1.75 | |
| <u>8.85</u> | |
| 67.91 | |
| Make chg | |
| chg account | |
| OK | |

[Handwritten signature]

Governor Henry J. Allen, correspondence files, box 7

G. L. STERLING, PRESIDENT
BELL PHONE 1944

W. R. ONAN, SECRETARY

C. A. PATTON, TREASURER
BELL PHONE 643

Pittsburg, Kansas, 1-7 1920

M. Receivers

213 Globe

IN ACCOUNT WITH

Merchants Transfer Company

OFFICE 109 WEST THIRD STREET
OFFICE PHONE 79

*Drop on Desk
from s-c* 75

*Make ck
Don't Exp
ok
C.W.*

ck 1/6/75