

POSTAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT

TELEGRAMS
TO ALL
AMERICA



CABLEGRAMS
TO ALL
THE WORLD

STANDARD TIME
INDICATED ON THIS MESSAGE

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

BLUE	DAY LETTER
NL	NIGHT LETTER
NITE	NIGHT TELEGRAM
LCO	DEFERRED
CLT	CABLE LETTER
WLT	WEEK END LETTER

Form 16

TA2 41 NL VIA GALVIN MEXICOCITY MAY7-8 1930=

=FERNANDO TORREBLANCA=

=CARE FULTON IRON WORKS CO 1269 DEAWARE AVE STLOUIS MO=
FULTON CARTA PRIMERO MAYO PREGUNTA SI ENVIOUS FERROCARRIL DEBEN
CONSIGNARSE HASTA DESTINO DEFINITIVO O HASTA LAREDO PARA SER
REEXPEDIDOS POR NEUSTRO AGENTE ADUANAL PUNTO APROVECHANDO TU
ESTANCIA ESA CONSIDERO COVENIENTE TRADES ASUNTO INTELIGENCIA MI
OPINION SERIA HICIERANSE CONSIGNACIONES DESTINO FINAL
AFECTUOSAMENTE=AARON SAENZ.808A.

POSTAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT

RECEIVED AT

STANDARD TIME
INDICATED ON THIS MESSAGE

TELEGRAMS
TO ALL
AMERICA



CABLEGRAMS
TO ALL
THE WORLD

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

BLUE	DAY LETTER
NL	NIGHT LETTER
NITE	NIGHT TELEGRAM
LCO	DEFERRED
CLT	CABLE LETTER
WLT	WEEK END LETTER

Form 16

A1 41 NL VIA GALVIN MEXICOCITY MEX MAY 7-8 1930=

FERNANDO TORREBLANCA=CARE FULTON IRON WORKS CO

1269 DELAWARE AVE STLOUIS MO

=AL TRATAR SOBRE CUESTIONES DE FLETES ES CONVENIENTE CONSULTAR
CON CASA FUELTON SI ALGUNA MAGUINARIA PUDIERA PERJUDICARSE
TRANSPORTANDOSE POR AGUA Y TAMBIEN CERCIORARSE CASO
TRANSPORTARSE POR AUGA SI LINEA WARD PUEDE CONTAR CON GRUAS PARA
MANAJER MAQUINARIA COLOCANDOLA CARROS FERROCARRIL AFECTUOSAMENTE

=AARON SANEZ.804A

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

NO.	CASH OR CHG.
CHECK	
TIME FILED	

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

St. Louis, Mo., May 12, 1930

LIC AARON SAENZ
AZUMANTE
MEXICO DF (MEXICO)

ANCLAS MOLINOS LLEGARON INGENIO EN CARRO MP65400 ANCLAS MAQUINARIA
TALLER REPARTIDAS EN CARROS PL279157 EMBARCADO ABRIL QUINCE BM11021
ABRIL DIECIOCHO E18029 ABRIL VEINTIDOS ANCLAS CHIMENEA CARRO RI93726
EMBARCADO MAYO SIETE PUNTO ANCLAS DEBEN ENCONTRARSE INGENIO O EN
CAMINO EXCEPTUANDO SIGUIENTES PARA TANQUE LECHADA DE CAL OCHO PERNOS
TRES CUARTOS PULGADA POR DIECIOCHO CON TUERCAS VEINTE PERNOS CINCO
OCTAVOS POR QUINCE PULGADAS CON TUERCAS HEXAGONALES QUE SUPPLICAMOS
COMPRAR EN MEJICO

FULTON IRON WORKS COMPANY

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

NO.	CASH OR CHG.
CHECK	
TIME FILED	

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

St Louis Mo., May 9th 1930. 19

To Lic. AARON SAENZ.

Street and No. Secretaria Educacion.

Place Mexico, D.F.

SUPPLICOTE TELEGRAFIARME MANANA MISMO SI FERROCARRILES
PUEDEN DISPONER NUMERO SUFICIENTE PLATAFORMAS EN TAMPICO PARA
DESCARGAR DE UN SOLO VAPOR DOS MIL TONELADAS MAQUINARIA MANTE.
AFMTE.

F. Torreblanca.

Charge Room 1230.

Sender's address
for reference

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

Sender's telephone
number

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

1227 B

NO.	CASH OR CHG.
CHECK	
TIME FILED	

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

St. Louis Missouri 11 mayo 1930. 19

To Lic. Aarón Saénz.

Street and No. Secretaria Educación.-

Place México D.F.

ANTIER Y AYER HEMOS ESTADO MR. RIORDAN Y YO
 TRATANDO ASUNTO EMBARQUES CON REPRESENTANTE WARD LINE MR. SCHULTZ --
 SIN HABER LLEGADO TODAVIA A UN ARREGLO POR NO ESTIMAR RAZONABLES PRE
 TENSIONES WARD LINE PUNTO MAÑANA LUNES SEGUIREMOS TRATANDOLO Y SOME
 TEREMOSLES UNA PROPOSICION QUE CONSULTARAN NUEVA YORK PUNTO TE AVISA
 RE RESULTADO PUNTO URGEME DATO TE PEDI MI MENSAJE ANTERIOR RELATIVO-
 PLATAFORMAS TAMPICO PUNTO AFECTUOSAMENTE.

F. TORREBLANCA.-

Charge room 1230.-

Sender's address
for reference

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

Sender's telephone
number

BY DIRECT WIRE FROM

1223S 56

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

SIGNS

DL = Day Letter -

NM = Night Message

NL = Night Letter

LCO = Deferred Cable

NLT = Cable 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.

A5 21 NL=GY MEXICOCITY MEX MAY 10

FERNANDO TORREBLANCA=

=CARE FULTON IRON WORKS CO=

DIRECTOR FERROCARRILES DICEME QUE CONTANDO CON AVISO
ANTICIPADO DIEZ DIAS PODRAN PROPORCIONARNOS TAMPICOS
PLATAFORMAS SUFICIENTES PARA DOS MIL TONELADAS MAQUINARIA
AFECTUOSAMENTE=

AARON SAENZ.MAY 12 810A.

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

1227 B	
NO.	CASH OR CHG.
CHECK	
TIME FILED	

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

San Louis 8 de mayo de 1930.- 19

To Aarón Saenz.-

Street and No. Secretaría de Educación Pública.-

Place México. City.

Acabo visitar planta en compañía Mr. Maull encuentran de tede muy adelantado punte Unica cosa pedría demorar trabajos trayende consiguientes trastornos es falta planes completos debe enviar Fundidora Monterrey pues empleado encargado dibujar planes tubería ha tenido que -- regresarse a la casa que le facilitó per falta dichas planes punte Fulton desearía saber día pedrían recibirse aquí planes completos punte Mañana - temprano iniciaré pláticas Mr. Riordan sobre embarques y esperaré regrese lunes Mr. Kepke para definit tede punte afectuosamente.

F. Torreblanca.-

Sender's address
for reference

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

Sender's telephone
number

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

NO.	CASH OR CHG.
CHECK	
TIME FILED	

58

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

May 8th 1930 19

To Sr. Aaron Saenz

Street and No. Secretaria Educacion

Place Mexico, D.F.

Acabo llegar. Mr Riordan enfermo hasta mañana podre verlo. Mr Kopke regresara lunes de New York. Sr Aleman enfermo en Houston. Esta tarde hablare con Mr Maill. Tomo nota tus dos ensajes - Afnte.

F. Torreblanca

om 1228

Sender's address
for reference

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

Sender's telephone
number

5 copies

St. Louis - May 16th, 1930.

Fulton Iron Works Company,
1259 Delaware Avenue,
St. Louis, Missouri.

Gentlemen:

In connection with the routing of the sugar mill machinery for "El Mante", and subject to confirmation by the undersigned upon his arrival in Mexico City, I would thank you to observe strictly the following instructions in connection therewith.

On all shipments originating at St. Louis and points East, the routing will be as follows: (3243 Tons)

Missouri Pacific lines to Laredo,
Texas 30%

M. K. & T. St. Louis to Waco, Texas:
Southern Pacific, Waco, Texas, to
Alice, Texas: Texas-Mexican Railroad,
Alice, Texas, to Laredo, Texas 60%

St. Louis San Francisco Railroad and
St. Louis Southwestern Railroad 10%

In connection with this last portion of the movement, you will kindly ascertain if the rates apply via these two lines in connection with the Missouri Pacific at some Texas connection, and, if such be the case, then you will complete the routing by giving these cars to the M.P., but if the rate is not authorized via that road then please arrange to have the cars handled over the Southern Pacific to Alice, Texas, thence Texas-Mexican Railroad to Laredo, Texas.

In connection with the tonnage that will move originating at Southeastern points, namely: Birmingham, Ala., Chattanooga, Tenn., and Macon, Ga., the following routing instructions must be observed:

2.

Tonnage originating at Birmingham, Alabama,
is to be routed: (1000 Tons)

Louisville & Nashville, Birmingham to
New Orleans: Southern Pacific New Orleans
to Alice, Texas: Texas-Mexican Railroad,
Alice to Laredo, Texas.

Tonnage originating at Chattanooga, Tenn., and
Macon, Ga., is to be routed: (160 Tons)

Southern Railway from points of origin to
New Orleans: Missouri Pacific Lines, New
Orleans to Laredo, Texas.

If these instructions are confirmed to you by the
undersigned upon his arrival in Mexico, we will appreciate
that no deviation therefrom be made as we have promised the
different lines in question that we will give them this
business in the proportions herein shown.

We understand that there are certain pieces of
machinery which will have to load in special equipment which
is to be furnished by the Wabash Railroad, and, for that reason,
they will have to move to Kansas City over the Wabash. According
to Mr. Riordan's advice, he figures about ten cars of this kind
of machinery will have to move, and I agreed to have these cars
move over the Wabash where they will be delivered to the
Missouri-Kansas-Texas for movement to Waco, Texas, thence
Southern Pacific to Alice, Texas, and Texas-Mexican Railroad
from Alice to Laredo, Texas.

Kindly acknowledge receipt of these instructions,
stating that they will be observed as requested.

Yours very truly,

c/c Mr. G. B. Aleman, General Agt.,
National Railways of Mexico,
2195 Railway Exchange Bldg.,
St. Louis, Missouri.

61
St. Louis - May 16th, 1930.

Fulton Iron Works Company,
1259 Delaware Avenue,
St. Louis, Missouri.

Gentlemen:

In connection with the routing of the sugar mill machinery for "El Mante", and subject to confirmation by the undersigned upon his arrival in Mexico City, I would thank you to observe strictly the following instructions in connection therewith.

On all shipments originating at St. Louis and points East, the routing will be as follows: (3243 Tons)

Missouri Pacific Lines to Laredo, Texas.....30%

M.K. & T. St. Louis to Waco, Texas; Southern Pacific
Waco, Texas, to Alice, Texas; Texas-Mexican Railroad,
Alice, Tex., to Laredo, Texas.....60%

St. Louis San Francisco Railroad and St. Louis South-
western Railroad.....10%

In connection with this last portion of the movement, you will kindly ascertain if the rates apply via these two lines in connection with the Missouri Pacific at some Texas connection, and, if such be the case, then you will complete the routing by giving these cars to the M.P., but if the rate is not authorized via that road then please arrange to have the cars handled over the Southern Pacific to Alice, Texas, thence Texas-Mexican Railroad to Laredo, Texas.

In connection with the tonnage that will move originating at Southeastern points, namely: Birmingham, Ala., Chattanooga, Tenn., and Macon, Ga., the following routing instructions must be observed:

Tonnage originating at Birmingham, Alabama, is to be routed:
(1000 Tons)

Louisville & Nashville, Birmingham to New Orleans;
Southern Pacific New Orleans to Alice, Texas; Texas-
Mexican Railroad, Alice to Laredo, Texas.

Tonnage originating at Chattanooga, Tenn., and Macon, Ga.,
is to be routed: (160 Tons)

Southern Railway from points of origin to New Orleans;
Missouri Pacific Lines, New Orleans to Laredo, Texas.

If these instructions are confirmed to you by the undersigned upon his arrival in Mexico, we will appreciate that no deviation therefrom be made as we have promised the different lines in question that we will give them this business in the proportions herein shown.

We understand that there are certain pieces of machinery which will have to load in special equipment which is to be furnished by the Wabash Railroad, and, for that reason, they will have to move to Kansas

city over the Wabash. According to Mr. Riordan's advice, he figures about ten cars of this kind of machinery will have to move, and I agreed to have these cars move over the Wabash, where they will be delivered to the Missouri-Kansas-Texas for movement to Waco, Texas, thence Southern Pacific to Alice, Texas, and Texas-Mexican Railroad from Alice to Laredo, Texas.

Kindly acknowledge receipt of these instructions stating that they will be observed as requested.

Yours very truly,

c/c Mr. G. B. Aleman, General Agt.,
National Railways of Mexico,
2195 Railway Exchange Bldg.,
St. Louis, Missouri.

St. Louis - May 16th, 1930.

Fulton Iron Works Company,
1259 Delaware Avenue,
St. Louis, Missouri.

Gentlemen:

In connection with the routing of the sugar mill machinery for "El Mante", and subject to confirmation by the undersigned upon his arrival in Mexico City, I would thank you to observe strictly the following instructions in connection therewith.

On all shipments originating at St. Louis and points East, the routing will be as follows: (3243Tons)

Missouri Pacific Lines to Laredo, Texas.....30%

M.K. & T. St. Louis to Waco, Texas; Southern Pacific
Waco, Texas, to Alice, Texas; Texas-Mexican Railroad,
Alice, Tex., to Laredo, Texas.....60%

St. Louis San Francisco Railroad and St. Louis South-
western Railroad.....10%

In connection with this last portion of the movement, you will kindly ascertain if the rates apply via these two lines in connection with the Missouri Pacific at some Texas connection, and, if such be the case, then you will complete the routing by giving these cars to the M.P., but if the rate is not authorized via that road then please arrange to have the cars handled over the Southern Pacific to Alice, Texas, thence Texas-Mexican Railroad to Laredo, Texas.

In connection with the tonnage that will move originating at Southeastern points, namely: Birmingham, Ala., Chattanooga, Tenn., and Macon, Ga., the following routing instructions must be observed:

Tonnage originating at Birmingham, Alabama, is to be routed:
(1000 Tons)

Louisville & Nashville, Birmingham to New Orleans;
Southern Pacific New Orleans to Alice, Texas; Texas-
Mexican Railroad, Alice to Laredo, Texas.

Tonnage originating at Chattanooga, Tenn., and Macon, Ga.,
is to be routed: (160 Tons)

Southern Railway from points of origin to New Orleans;
Missouri Pacific Lines, New Orleans to Laredo, Texas.

If these instructions are confirmed to you by the undersigned upon his arrival in Mexico, we will appreciate that no deviation therefrom be made as we have promised the different lines in question that we will give them this business in the proportions herein shown.

We understand that there are certain pieces of machinery which will have to load in special equipment which is to be furnished by the Wabash Railroad, and, for that reason, they will have to move to Kansas

city over the Wabash. According to Mr. Riordan's advice, he figures about ten cars of this kind of machinery will have to move, and I agreed to have these cars move over the Wabash, where they will be delivered to the Missouri-Kansas-Texas for movement to Waco, Texas, thence Southern Pacific to Alice, Texas, and Texas-Mexican Railroad from Alice to Laredo, Texas.

Kindly acknowledge receipt of these instructions stating that they will be observed as requested.

Yours very truly,

c/c Mr. G. B. Aleman, General Agt.,
National Railways of Mexico,
2195 Railway Exchange Bldg.,
St. Louis, Missouri.

65
St. Louis - May 16th, 1930.

Fulton Iron Works Company,
1259 Delaware Avenue,
St. Louis, Missouri.

Gentlemen:

In connection with the routing of the sugar mill machinery for "El Mante", and subject to confirmation by the undersigned upon his arrival in Mexico City, I would thank you to observe strictly the following instructions in connection therewith.

On all shipments originating at St. Louis and points East, the routing will be as follows: (3243Tons)

Missouri Pacific Lines to Laredo, Texas.....30%

M.K. & T. St. Louis to Waco, Texas; Southern Pacific
Waco, Texas, to Alice, Texas; Texas-Mexican Railroad,
Alice, Tex., to Laredo, Texas.....60%

St. Louis San Francisco Railroad and St. Louis South-
western Railroad.....10%

In connection with this last portion of the movement, you will kindly ascertain if the rates apply via these two lines in connection with the Missouri Pacific at some Texas connection, and, if such be the case, then you will complete the routing by giving these cars to the M.P., but if the rate is not authorized via that road then please arrange to have the cars handled over the Southern Pacific to Alice, Texas, thence Texas-Mexican Railroad to Laredo, Texas.

In connection with the tonnage that will move originating at Southeastern points, namely: Birmingham, Ala., Chattanooga, Tenn., and Macon, Ga., the following routing instructions must be observed:

Tonnage originating at Birmingham, Alabama, is to be routed:
(1000 Tons)

Louisville & Nashville, Birmingham to New Orleans;
Southern Pacific New Orleans to Alice, Texas; Texas-
Mexican Railroad, Alice to Laredo, Texas.

Tonnage originating at Chattanooga, Tenn., and Macon, Ga.,
is to be routed: (160 Tons)

Southern Railway from points of origin to New Orleans;
Missouri Pacific Lines, New Orleans to Laredo, Texas.

If these instructions are confirmed to you by the undersigned upon his arrival in Mexico, we will appreciate that no deviation therefrom be made as we have promised the different lines in question that we will give them this business in the proportions herein shown.

We understand that there are certain pieces of machinery which will have to load in special equipment which is to be furnished by the Wabash Railroad, and, for that reason, they will have to move to Kansas

City over the Wabash. According to Mr. Riordan's advice, he figures about ten cars of this kind of machinery will have to move, and I agreed to have these cars move over the Wabash, where they will be delivered to the Missouri-Kansas-Texas for movement to Waco, Texas, thence Southern Pacific to Alice, Texas, and Texas-Mexican Railroad from Alice to Laredo, Texas.

Kindly acknowledge receipt of these instructions stating that they will be observed as requested.

Yours very truly,

c/c Mr. G. B. Aleman, General Agt.,
National Railways of Mexico,
2195 Railway Exchange Bldg.,
St. Louis, Missouri.

HOTEL STATLER

ST. LOUIS

650 ROOMS, 650 BATHS

UNDER
SAME MANAGEMENT
HOTELS STATLER
BOSTON, BUFFALO,
CLEVELAND, DETROIT

HOTEL BUFFALO
BUFFALO

HOTEL
PENNSYLVANIA
NEW YORK



Washington Avenue at Ninth and Saint Charles

ST. LOUIS, MO., May 16, 1930

Dear Mr. Torreblanca:

In leaving St. Louis, I am reminded of our very pleasant personal associations since our meeting, and I am taking this means of wishing you and Mr. Pérez Trejo a very safe and pleasant journey to Mexico City. If at any time I have the opportunity of extending any courtesies to you in a personal or business way, I shall be more than delighted to do so.

Mr. González is leaving for Mexico City on today's "Sunshine Special", and I know that he has enjoyed his visit and the very pleasant relations that have existed throughout our negotiations, and when he returns to Mexico City he and Mr. Burns will be only too glad to be of assistance to you in any way on this or future occasions.

I hope in due time your sugar mill will be in operation and that it will fully fill your expectations.

With my very kindest personal regards and best wishes, I am

Sincerely yours.

A large, stylized handwritten signature in dark ink, which appears to read "W. H. Schulz". The signature is written over the "Sincerely yours." text and extends across the bottom right of the page.

POSTAL TELEGRAPH - COMMERCIAL CABLES

RECEIVED AT

CLARENCE H. MACKAY, PRESIDENT.

TELEGRAMS
TO ALL
AMERICA



CABLEGRAMS
TO ALL
THE WORLD

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

BLUE	DAY LETTER
NL	NIGHT LETTER
NITE	NIGHT TELEGRAM
LCO	DEFERRED
CLT	CABLE LETTER
WLT	WEEK END LETTER

A2 44 NL VIA GALVN

Form 16

MEXICOCITY MEX MAY 16 30

FULTON IRON WORKS CO

STLOUISMO

REFEIORME TELEGRAMA SENOR TRUSCOTT DIBUJOS ERECCION ABASTECIMIENTO AGUA
REMITIERON SE MAN TE ACEPTAMOS PRECIO CONDUCTOR AZUCAR BODEGA ADICIONAL
SEGUN CARTA ENVIADA HIERRO CORRUGADO PARA TECHOS Y LADOS EMBARCARASE
NEWYORK VEINTE ACTUAL HABIENDO SE PEDIDO TOTAL NECESIDADES YA ORDENOSE
REMITAN MUESTRA CUATRO LITROS AGUA CANAL PARA AN ABIISIS AFECTUOSAMENTE

AARON SAENZ

POSTAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT

STANDARD TIME
INDICATED ON THIS MESSAGE

TELEGRAMS
TO ALL
AMERICA



CABLEGRAMS
TO ALL
THE WORLD

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

BLUE	DAY LETTER
NL	NIGHT LETTER
NITE	NIGHT TELEGRAM
LCO	DEFERRED
CLT	CABLE LETTER
WLT	WEEK END LETTER

Form 16

TRANSLATED BY FOREIGN PUBLISHING CO

REFERRING TO TELEGRAM MR TRUSCOTT REGARDING THE ERECTION DESIGNS FOR
WATER SUPPLY SENT TO US FROM MANTE WE ACCEPT PRICE SUGAR CONDUCTOR
ADDITIONAL WAREHOUSE AS PER LETTER SENT CORRUGATED IRON FOR ROOF AND
SIDES SHIPPED FROM NEWYORK 20 TH INSTANT ALL NECESSITIES HAVE BEEN
ORDERED INSTRUCTIONS HAVE ALREADY BEEN GIVEN TO SEND SAMPLE OF FOUR
LITERS OF WATER FROM THE CANAL FOR THE PROPER ANALYSIS WITH BEST REGARDS

AARON SAENZ

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

SIGNS

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, and on all messages is STANDARD TIME.
Received at 915 Franklin St., Houston, Texas Always Open

1930 MAY 17 PM 10 28

AA352 29 DL 5 EXTRA COLLECT 90 CENTS. SAVILLA JUAREZ TAM

MEX VIA R STLOUIS MO 17

FERNANDO TORREBLANCA=

357 90

WILL CALL WESTERNUNION HOUSTON TEX=

CATORCE ACTUAL REMITMOS EXPRESS CARGO AGENTE ADUANAL
FERROCARRILES NACIONALES NUEVOLAREDO MUESTRA AGUA PARA
ANALIZAR FAVOR AVISAR FULTON ESTE PENDIENTE Y ACTIVE

MOVIMIENTO EMBARQUE=

R E CALLES..

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter

NM = Night Message

NL = Night Letter

LCO = Deferred Cable

NLT = Cable Night 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 915 Franklin St., Houston, Texas

Always
Open

AA353 DH

STLOUIS MO 17

MANAGER WESTERNUNION

HOUSTON TEX

FERNANDO TORREBLANCA WILL CALL YR OFC FOR WIRES TRY COLL
\$14.81 DIFFERENCE ON TELEGRAMS HE FILED TO MEXICO ON
SIXTEENTH FAILED TO GET ON HOTEL BILL HERE BEFORE CHECKING
OUT ADV IF COLLECTED AND TELL HIM DISREGARD LETTER MAILED
TO MEXICO REG SMME

MGR.

HOTEL STATLER

72
ST. LOUIS

650 ROOMS, 650 BATHS

UNDER
SAME MANAGEMENT
HOTELS STATLER
BOSTON, BUFFALO,
CLEVELAND, DETROIT

HOTEL BUFFALO
BUFFALO

HOTEL
PENNSYLVANIA
NEW YORK



Washington Avenue at Ninth and Saint Charles

Cuarto 1001,
Hotel Statler,
ST. LOUIS, MO., May 13, 1930

Sr. Torreblanca:

Visitamos el Sr. Schultz y yo al Sr.
Riordan, quien se hallaba ocupado con otro
trabajo; pero nos prometió tendría la información
que necesitamos lista para nuestra conferencia
a las 4:00 P. M. Tenemos un telegrama de
Nueva York que deseábamos mostrarle.

Su afmo. y atto. S. S.

Alfonso Gómez

HOTEL STATLER

ST. LOUIS

650 ROOMS, 650 BATHS

UNDER
SAME MANAGEMENT

HOTELS STATLER

BOSTON, BUFFALO,
CLEVELAND, DETROIT

HOTEL BUFFALO
BUFFALO

HOTEL
PENNSYLVANIA
NEW YORK



Washington Avenue at Ninth and Saint Charles

ST. LOUIS, MO., Mayo 16 de 1930

Estimado Sr. Torreblanca:

Estando para salir, deseo reiterarle lo que le manifesté esta mañana, esto es, que, si en el presente caso, las negociaciones no tuvieron un resultado satisfactorio para nosotros, sinceramente veré con gusto la oportunidad de servirlo más adelante.

Con las seguridades de mi estimación personal, deseo expresarle que será siempre para mi ^{un placer} saludarlo. También celebraría que los problemas que lo trajeron aquí se hayan resuelto en la forma que más convenga a sus intereses.

Espero que su viaje a Méjico en compañía del Sr. Pérez Trejo, a quien por conducto de Vd. envío un atento saludo, le sea agradable, y que, si se toma Vd. un descanso en Galveston, éste le sea de provecho y que disfrute Vd. del mismo con amplitud y desahogo.

A mis primos Lafon y Degetau tendré mucho gusto de expresarles los atentos recuerdos de Vd.

Atentamente.

74
St. Louis Mo. a 16 de mayo de 1930.-

Fulton Iron Works Co.-
P r e s e n t e .

Para atencion del
Sr. J. A. Riordien.

Muy señores míos y amigos:-

Acabo de recibir un telegrama de los Directores de mi Compañía en México por el que veo la necesidad de que se sirvan ustedes confirmarme por escrito los datos que se han servido darme respecto al costo de nuestros embarques por las diferentes rutas que hemos tratado.-

Estos datos nos servirán para justificar ante la Junta Directiva de mi Compañía la decisión que se ha tomado, atendiendo además el consejo de ustedes, de hacer todo el movimiento de la maquinaria por la vía del ferrocarril, -- sin usar para nada la vía marítima.-

Igualmente deseo se sirvan ustedes expresarme la posibilidad que existe de obtener algunas otras reducciones sobre el costo de --- Dls. 142.619.95 que importa el transporte de -- nuestra maquinaria por todo riel, según los datos que ayer se sirvieron ministrarme.-

En espera de que se servirán ustedes obsequiar mi petición quedo a sus ordenes, como siempre, affmo. atto. amigo y s.s.

ft. jhp.

MISSOURI PACIFIC RAILROAD COMPANY
GULF COAST LINES
INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY

1904 MISSOURI PACIFIC BUILDING
SAINT LOUIS

C. E. CARLTON,
Assistant General Freight Agent
TOM CALLAHAN,
General Agent

May 16th, 1930.

N-212-516

Mr. J. A. Riordan,
T.M., Fulton Iron Works,
Saint Louis.

Dear Mr. Riordan:

Following your visit to the office today.

The rates on the various materials to Laredo,
Texas, for export to Mante, Mexico, are as follows:

Brick, Clearfield, Pa., \$10.85 net ton, minimum 60,000 lbs.

Machinery, N.O.I.B.N. from Boston, Mass., \$1.40, minimum 24,000.

Transformers and Motors (Electrical Equipment) from
Pittsburgh, Pennsylvania. \$1.40, minimum 30,000.

Machinery, (Power Pumps) from Phillipsburg, New Jersey,
\$1.38, minimum 24,000.

Boilers and Machinery (Power) from New York, \$1.40, minimum 24,000.

Machinery, N.O.I.B.N. from Birmingham, Ala., 91¢, minimum 24,000.

Crystalizers from Chattanooga, Tenn., 91¢, minimum 24,000.

Boiler Parts and Attachments from Elwood, Pa., Indianapolis, Ind.,
and Woodlawn, Pa., 91¢, minimum 24,000.

Machinery, N.O.I.B.N. from Chicago, Ill. 91¢, minimum 24,000.

Machinery, N.O.I.B.N. from Macon, Ga. 94¢, minimum 24,000.

76
Mr. J. A. Riordan - #2.

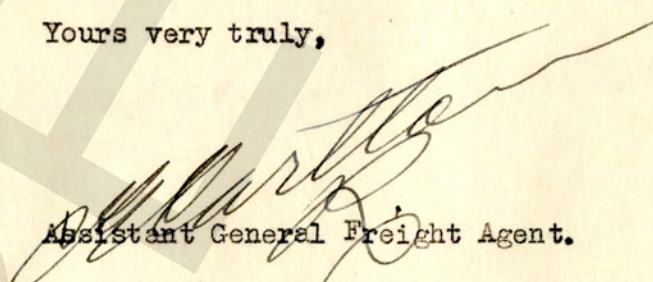
Boilers, (power) and Machinery, from Wilmington (Edgemore, Del)
\$1.38, minimum 24,000.

Cast Iron Pipe from Philadelphia, Pennsylvania, \$1.14 $\frac{1}{8}$.

The rate from Laredo, Texas, to Mante, Mexico,
is 61 cents per 100 lbs., (U. S. Currency) which includes 2 $\frac{1}{2}$
per hundred bridge toll and Mexican Government tax of 12.2/10,
or 6 $\frac{1}{2}$ cents per 100 pounds, which must be added to all of the
above rates to construct the thru rate.

Yours very truly,

14-M


Assistant General Freight Agent.

RESUMEN DE LA DISTRIBUCION DE TONELAJE ASIGNADO A LAS DISTINTAS LINEAS

Embarques procedentes de St.Louis y puntos al norte: (3243 toneladas)

F.Cs.MKT-SP-TM 2404 tons. (74.1%)

F.C.Mo.Pac.	<u>839 tons. (25.9%)</u>
	3243 tons. 100 %

Embarques procedentes de Birmingham, Chattanooga y Macon: (1260 toneladas)

F.C.S.P. 1060 tons. (84.2%)

F.C. Mo. Pac.	<u>200 tons. (15.8%)</u>
	1260 tons. 100 %

78
MEMORANDUM DE RUTAS PARA LOS EMBARQUES DE MAQUINARIA DESTINADA A EL MANTE

ST. LOUIS, MO. (1500 Tons.)

MKT St. Louis Mo. a Denison, Tex; SP Denison, Tex a Alice, Tex; Tex-Mexican Alice, Tex. a Laredo, Tex. (75%)

MP St. Louis, Mo. a Laredo, Tex. (25%)

BIRMINGHAM, ALA. (1000 Tons.)

L&N Birmingham, Ala. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex. Tex-Mex. Alice, Tex. a Laredo, Tex. (80%)

Southern Ry. Birmingham, Ala. a Nueva Orleans, La; MP Nueva Orleans, La. a Laredo, Tex. (20%)

CHATTANOOGA, TENN. (125 Tons)

Southern Ry. Chattanooga, Tenn. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex.; Tex-Mex. Alice, Tex. a Laredo, Tex.

MACON, GEORGIA (35 Tons)

Southern Ry. Macon, Ga. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex; Tex-Mex Alice, Tex. a Laredo, Tex.

EDGE MOOR, DEL. (127 Tons)

Penna. Edge Moor a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex.

NUEVA YORK, NY (240 Tons)

NYC Nueva York a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex.

PHILLISBURG, NJ (30 Tons)

Penna. Phillisburg a St. Louis; MP St. Louis a Laredo, Tex.

PITTSBURGH, PA. (300 Tons)

B&O Pittsburgh a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (100 tons)

B&O Pittsburgh a St. Louis; MP St. Louis a Laredo, Tex. (50 tons)

Penna. Pittsburgh a St. Louis; Katy St. Louis a Denison, Tex; SP Denison a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (100 tons)

Penna. Pittsburgh a St. Louis; MP St. Louis a Laredo, Tex. (50 tons)

PHILADELPHIA, PA. (400 Tons)

B&O Philadelphia a St. Louis; Katy St. Louis a Denison; SP Denison a Alice,
Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (150 Tons)

B&O Philadelphia a St. Louis; MP St. Louis a Laredo, Tex. (50 Tons)

Penna. Philadelphia a St. Louis; Katy St. Louis a Denison; SP Denison, Tex.
a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (150 Tons)

Penna. Philadelphia a St. Louis; MP St. Louis a Laredo, Tex. 50 Tons)

BOSTON, MASS. (125 Tons)

NYNH&H Boston a Nueva York; NYC Nueva York a St. Louis; Katy St. Louis
a Denison; SP Denison a Alice; Tex-Mex. Alice a Laredo.

ELLWOOD, PA. (83 Tons)

Penna. Ellwood a St. Louis; MP St. Louis a Laredo

WOODLAWN, PA. (46 Tons)

Woodlawn a St. Louis (?) MP St. Louis a Laredo

INDIANAPOLIS, IND. (48 Tons)

B&O Indianapolis a St. Louis; MP St. Louis a Laredo

CHICAGO, Ill. (23 Tons)

Wabash Chicago a St. Louis; MP St. Louis a Laredo

CLEARFIELD, PA. (321 Tons)

NYC Clearfield a St. Louis; Katy St. Louis a Denison; SP Denison a Alice; Tex-Mex
Alice a Laredo (75%)

NYC Clearfield a St. Louis; MP St. Louis a Laredo (25%)

MEMORANDUM DE RUTAS PARA LOS EMBARCQUES DE MAQUINARIA DESTINADA A EL MANTE

ST. LOUIS, MO. (1500 Tons.)

MKT St. Louis Mo. a Denison, Tex; SP Denison, Tex a Alice, Tex; Tex-Mexican Alice, Tex. a Laredo, Tex. (75%)

MP St. Louis, Mo. a Laredo, Tex. (25%)

BIRMINGHAM, ALA. (1000 Tons.)

L&N Birmingham, Ala. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex. Tex-Mex. Alice, Tex. a Laredo, Tex. (80%)

Southern Ry. Birmingham, Ala. a Nueva Orleans, La; MP Nueva Orleans, La. a Laredo, Tex. (20%)

CHATTANOOGA, TENN. (125 Tons)

Southern Ry. Chattanooga, Tenn. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex.; Tex-Mex. Alice, Tex. a Laredo, Tex.

MACON, GEORGIA (35 Tons)

Southern Ry. Macon, Ga. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex; Tex-Mex Alice, Tex. a Laredo, Tex.

EDGE MOOR, DEL. (127 Tons)

Penna. Edge Moor a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex.

NEW YORK, NY (240 Tons)

NYC Nueva York a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex.

PHILLISBURG, NJ (30 Tons)

Penna. Phillisburg a St. Louis; MP St. Louis a Laredo, Tex.

PITTSBURGH, PA. (300 Tons)

B&O Pittsburgh a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (100 tons)

B&O Pittsburgh a St. Louis; MP St. Louis a Laredo, Tex. (50 tons)

Penna. Pittsburgh a St. Louis; Katy St. Louis a Denison, Tex; SP Denison a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (100 tons)

Penna. Pittsburgh a St. Louis; MP St. Louis a Laredo, Tex. (50 tons)

PHILADELPHIA, PA. (400 Tons)

B&O Philadelphia a St. Louis; Katy St. Louis a Denison; SP Denison a Alice,
Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (150 Tons)

B&O Philadelphia a St. Louis; MP St. Louis a Laredo, Tex. (50 Tons)

Penna. Philadelphia a St. Louis; Katy St. Louis a Denison; SP Denison, Tex.
a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (150 Tons)

Penna. Philadelphia a St. Louis; MP St. Louis a Laredo, Tex. 50 Tons)

BOSTON, MASS. (125 Tons)

NYNH&H Boston a Nueva York; NYC Nueva York a St. Louis; Katy St. Louis
a Denison; SP Denison a Alice; Tex-Mex. Alice a Laredo.

ELLWOOD, PA. (83 Tons)

Penna. Ellwood a St. Louis; MP St. Louis a Laredo

WOODLAWN, PA. (46 Tons)

Woodlawn a St. Louis (?) MP St. Louis a Laredo

INDIANAPOLIS, IND. (48 Tons)

B&O Indianapolis a St. Louis; MP St. Louis a Laredo

CHICAGO, Ill. (23 Tons)

Wabash Chicago a St. Louis; MP St. Louis a Laredo

CLEARFIELD, PA. (321 Tons)

NYC Clearfield a St. Louis; Katy St. Louis a Denison; SP Denison a Alice; Tex-Mex
Alice a Laredo (75%)

NYC Clearfield a St. Louis; MP St. Louis a Laredo (25%)

MEMORANDUM DE RUTAS PARA LOS EMBARQUES DE MAQUINARIA DESTINADA A EL MANTE

ST. LOUIS, MO. (1500 Tons.)

MKT St. Louis Mo. a Denison, Tex; SP Denison, Tex a Alice, Tex; Tex-Mexican Alice, Tex. a Laredo, Tex. (75%)

MP St. Louis, Mo. a Laredo, Tex. (25%)

BIRMINGHAM, ALA. (1000 Tons.)

L&N Birmingham, Ala. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex. Tex-Mex. Alice, Tex. a Laredo, Tex. (80%)

Southern Ry. Birmingham, Ala. a Nueva Orleans, La; MP Nueva Orleans, La. a Laredo, Tex. (20%)

CHATTANOOGA, TENN. (125 Tons)

Southern Ry. Chattanooga, Tenn. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex.; Tex-Mex. Alice, Tex. a Laredo, Tex.

MACON, GEORGIA (35 Tons)

Southern Ry. Macon, Ga. a Nueva Orleans, La; SP Nueva Orleans, La. a Alice, Tex; Tex-Mex Alice, Tex. a Laredo, Tex.

EDGE MOOR, DEL. (127 Tons)

Penna. Edge Moor a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex.

NEW YORK, NY (240 Tons)

NYC Nueva York a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex.

PHILLISBURG, NJ (30 Tons)

Penna. Phillisburg a St. Louis; MP St. Louis a Laredo, Tex.

PITTSBURGH, PA. (300 Tons)

B&O Pittsburgh a St. Louis; Katy St. Louis a Denison, Tex; SP Denison, Tex. a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (100 tons)

B&O Pittsburgh a St. Louis; MP St. Louis a Laredo, Tex. (50 tons)

Penna. Pittsburgh a St. Louis; Katy St. Louis a Denison, Tex; SP Denison a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (100 tons)

Penna. Pittsburgh a St. Louis; MP St. Louis a Laredo, Tex. (50 tons)

PHILADELPHIA, PA. (400 Tons)

B&O Philadelphia a St. Louis; Katy St. Louis a Denison; SP Denison a Alice,
Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (150 Tons)

B&O Philadelphia a St. Louis; MP St. Louis a Laredo, Tex. (50 Tons)

Penna. Philadelphia a St. Louis; Katy St. Louis a Denison; SP Denison, Tex.
a Alice, Tex; Tex-Mex. Alice, Tex. a Laredo, Tex. (150 Tons)

Penna. Philadelphia a St. Louis; MP St. Louis a Laredo, Tex. 50 Tons)

BOSTON, MASS. (125 Tons)

NYNH&H Boston a Nueva York; NYC Nueva York a St. Louis; Katy St. Louis
a Denison; SP Denison a Alice; Tex-Mex. Alice a Laredo.

ELLWOOD, PA. (83 Tons)

Penna. Ellwood a St. Louis; MP St. Louis a Laredo

WOODLAWN, PA. (46 Tons)

Woodlawn a St. Louis (?) MP St. Louis a Laredo

INDIANAPOLIS, IND. (48 Tons)

B&O Indianapolis a St. Louis; MP St. Louis a Laredo

CHICAGO, Ill. (23 Tons)

Wabash Chicago a St. Louis; MP St. Louis a Laredo

CLEARFIELD, PA. (321 Tons)

NYC Clearfield a St. Louis; Katy St. Louis a Denison; SP Denison a Alice; Tex-Mex
Alice a Laredo (75%)

NYC Clearfield a St. Louis; MP St. Louis a Laredo (25%)

MISSOURI PACIFIC RAILROAD COMPANY
GULF COAST LINES INTERNATIONAL-GREAT NORTHERN
EXECUTIVE DEPARTMENT
MEXICO CITY, MEXICO

Mayo 21, 1930.

C. D. HICKS
EXECUTIVE REPRESENTATIVE

Exp. M-5-7.

Sr. Gral. Plutarco Elías Calles,
Colonia Anzures,
México, D. F.

Muy estimado Señor General:

Oportunamente recibí su atenta carta fechada el 8 del actual, indicándome tratara el asunto relativo al manejo de la maquinaria azucarera para El Mante con el Sr. Lic. Aaron Saenz.

De acuerdo con su indicación me dirigí varias veces al Sr. Lic. Saenz pero desafortunadamente no me fué posible entrevistarle por tener algunos asuntos de urgencia que tratar con el Señor Presidente.

La semana pasada recibí carta del Sr. Lic. Saenz manifestándome que el Sr. Fernando Torreblanca acababa de salir rumbo a St. Louis, Mo. para resolver junto con la Fulton Iron Works todo lo relativo al transporte de maquinaria y demás implementos para la Cía. Azucarera El Mante, así como las vías que debieran aprobar para el asunto.

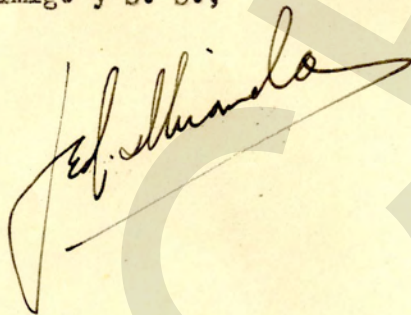
En dicha carta el Sr. Lic. Saenz me sugería la conveniencia de que algún representante adecuado de nuestras Líneas se pusiera en contacto con el Sr. Torreblanca a su llegada a St. Louis, Mo. para tratar este asunto. Siguiendo la sugestión del Sr. Lic. Saenz telegrafíé a nuestro Vice-Presidente Encargado de Tráfico en St. Louis, Mo., suplicándole se pusiera en contacto con el Sr. Torreblanca para discutir todos estos detalles habiendo recibido contestación de nuestra Oficina Ejecutiva de St. Louis, informándome que no obstante varias citas que tenían con el Sr. Torreblanca para tratar este negocio, les fué imposible verlo y por consiguiente no se pudo llegar a un acuerdo.

Acabo de enterarme de que el Sr. Lic. Saenz y el Sr. Torreblanca se dirigen a El Mante en estos días, por lo que he telegrafiado a nuestro Representante en Monterrey ordenándole se dirija inmediatamente a El Mante con el fin de entrevistar a ambos señores y discutir con ellos todo lo relacionado con este importante negocio.

El Sr. E. H. McReynolds, Ayudante del Presidente de esta Compañía, y a quien seguramente recordará Ud. por haberlo acompañado en sus dos viajes por los Estados Unidos, me telegrafía suplicándome entreviste a Ud. en su nombre para rogarle de la manera más atenta se sirva ayudarnos a conseguir este negocio, asegurando a Ud. que haremos todo lo que esté a nuestro alcance por que los embarques de maquinaria y material sean manejados rápidamente entre St. Louis, Mo. y la frontera.

- 2 -

Anticipando a Ud. las gracias por lo que se sirva Ud. hacer en nuestro favor y en espera de sus noticias sobre el particular, me es grato repetirme de Ud. afmo., atto., amigo y S. S.,

A handwritten signature in dark ink, appearing to read "J. L. Linares", is written over the text. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

86
CIA. AZUCARERA DEL MANTE, S. A.

VILLA JUAREZ, TAMPS.

Fecha Mayo 22 de 1930.

TELEGRAMA

FULTON IRON WORKS.
1259 Delaware Ave.
St.Louis, Mo. E.U.A.

AZUCARERA MANTE DESEA ACLARACION TELEGRAFICA USTEDES

HOY SI CAPACIDAD INICIAL DOS MIL TONELADAS ASEGURADA FIRMEAMENTE POR
USTEDES SE REFIERE UNICAMENTE A LOS MOLINOS O INCLUYE TAMBIEN TACHOS,
EVAPORADORES CLARIFICADORES REFINACION, ETC., PARA LA ELABORACION DE
AZUCAR QUE CORRESPONDA A LAS DOS MIL TONELADAS DE MOLIENDA. Afmte.

F. Torreblanca.



TELEGRAFOS NACIONALES

RESECCION DE SERVICIOS TELEGRAFICOS

TELEGRAMA



Num. 9-0 St Louis Mo. via Monterrey N.L. 23 mayo de 1930 V. Juarez Tamps.
v-ax-bl-17.20 40 p ordinario Depositado 16.30

Recibido _____

F. Torreblanca

Capacidad dos mil toneladas refierese solamente al
molino.-Para la fabrica completa solamente hemos garantizado mil doscientas
cincuenta toneladas pero esta capacidad puede excederse algo de-pendiendo
de calidad caña y guarapo, asi como meteodo y condiciones de funcionamiento
etc.-

Fulton Iron Works Co.-



TELEGRAFOS NACIONALES

ESTADOS UNIDOS MEXICANOS

TELEGRAMA

y 8.65
173-7.18 diurna/pd D 12.20 cofspi



Num.122 México,D.F. 25 el 26 mayo 1930

Depositado _____

Recibido _____

Fernando Torreblanca
El Mante,Tam

Referente conversación viernes miranda nuestras líneas preparando tarifa inmediatamente para que entre en vigor cuota especial setecientos centavos por cien libras aplicable maquinaria ingenio azucarero de St Louis y Birmingham a Laredo para exportación el Mante siendo instrucciones giradas a la Fulton Iron Works para que embarques sean enviados sesenta por ciento favor otras líneas deplorando que nuestras líneas no hayan sido favorecidas en mayor proporción nuestro interés y actividades en México creo merecen una división más equitativa especialmente cuando se comparan con líneas como Missouri Kansas Texas y Southern Pacific si Southern Pacific desea participar este movimiento Missouri Pacific debiere ser considerado como líneas intermediaria hasta Lake Charles no puedo comprender repartición sesenta por ciento Missouri Kansas Texas cuando no tiene ninguna conexión directa ni actividad alguna en México.- Me permitió sugerir que instrucciones dadas sean reconsideradas y permitir que Fulton Iron Works decida este asunto si no suena posible dar instrucciones más liberales favor nuestro.- Espero tener gusto discutir este asunto más extensamente con usted, a su regreso.- Atentamente.

C. D. Hicks

42

...

89
COMPAÑIA AZUCARERA DEL MANTE, S. A.

OFICINAS GENERALES:

BALDERAS No. 61. APARTADO POSTAL 72 BIS

INGENIO DEL MANTE
VILLA JUAREZ, TAMAULIPAS
ESTACION MANTE-TAMPS.

DIRECCION CABLEGRAFICA: AZUMANTE

MEXICO, D. F.

TELS. ERIC. 3-27-15
MEXICANA L-03-54

6 de mayo, 1930.

Señor Fernando Torreblanca.

Saint Louis, Missouri, U. S. A.

Muy estimado amigo:

Con tu memorándum del 5 del actual y tu mensaje de San Luis Potosí, acabo de celebrar una conferencia con el señor Burns, de la Ward Line, juntamente con el señor González y con el señor Villalba.

El señor González desea aclarar que él no ofreció que podría fijarse la cuota de veinticinco centavos.

Ha decidido el señor Burns enviar al señor González a Saint Louis, Missouri, y aprovechando su viaje deseo hacerte llegar la presente carta.

Me dice el señor Burns que la cuota de cuarenta y cuatro centavos por cien libras de flete, que nos dió, había sido una cuota de carácter general que incluye toda clase de maquinaria, lo mismo aquello que tiene fijadas cuotas de cuarenta y cuatro centavos como las que tienen cuotas mayores, v. g., calderas, equipo eléctrico, motores, bombas, etc., que llegan a pagar como fletes ochenta centavos y hasta un dollar trece centavos las cien libras.

Como el señor González irá a ésa, les he manifestado lo siguiente:

Primero. Nosotros preferiremos, para transportar nuestra maquinaria, la vía más barata y, en consecuencia, estamos dispuestos a dar a la Ward Line el transporte de la totalidad de la maquinaria si fuere necesario, para ser transportada sobre bases más ventajosas que las que nos ofrecen las cuotas de las compañías ferrocarrileras, con las siguientes salvedades:

F. T.

-2-

5-6-930.

a) -- La maquinaria que necesite carros especiales para el transporte y de los cuales no pueda disponerse en México.

b) -- La maquinaria que por su urgencia deba llegar en determinado tiempo a nuestro Ingenio en El Mante y que pudiera transportarse con alguna demora por la vía marítima.

Con relación a la carga lista para embarque, me dice el señor Burns que existe una cuota de treinta centavos para el ladrillo y otra de veinticinco centavos para la tubería, etc., pero que en cambio, las calderas por ejemplo tienen fijada una cuota de ochenta centavos (en todos los casos, éstas son cuotas por cien libras de flete).

En vista de que tu viaje a Saint Louis, Missouri, ha tenido por objeto fundamental decidir --con el acopio de todos los datos necesarios y con cálculos exactos sobre la diversa clase de maquinaria que va a ser embarcada para nuestro Ingenio-- cuál es el medio más ventajoso para que transportemos dicha maquinaria procurando para nosotros la mayor economía posible y las mayores seguridades, he deseado dar al señor González la presente carta para tí, seguro de que tú lo oirás, juntamente con el Representante de la Ward Line que lo acompaño, en el estudio de esta cuestión.

Te saludo con el afecto de siempre y me repito tuyo adicto amigo y seguro servidor.

HOTEL STATLER

ST. LOUIS 91

650 ROOMS, 650 BATHS

UNDER
SAME MANAGEMENT

HOTELS STATLER

BOSTON, BUFFALO,
CLEVELAND, DETROIT

HOTEL BUFFALO
BUFFALO

HOTEL
PENNSYLVANIA
NEW YORK



Washington Avenue at Ninth and Saint Charles

Rate of 44 cents U. S. Cy. per 100 lbs., New York to Tampico, loaded on cars if available, used assuming 2,350 tons amounts to 50% (fifty percent) or more of total tonnage. Inland rates from points of origin up to New York secured from railroad sources, and commodities are those which we understand will originate at these points. Marine insurance rates are quoted by marine underwriters and vary from fifteen to twenty-five cents per \$100 valuation, according to classification of steamer transporting shipments. Blocking and labor charges figured at rate suggested.

La cuota de 44 centavos moneda americana por 100 lbs., de Nueva York a Tampico, con descarga a carros si disponibles, usada sobre la base de que 2,350 toneladas llegan o exceden al 50% (cincuenta por ciento) del tonelaje total. Las cuotas terrestres del punto de origen hasta Nueva York han sido obtenidas de los ferrocarriles, y los artículos mostrados son los que entendemos originarán en los puntos citados. Los premios por seguro marítimo son cotizados por las compañías de seguros marítimos, y varían de quince a veinticinco centavos por \$100 de valor asegurado, según la clasificación del vapor que transporte los embarques. Los costos de calzar las remesas y la mano de obra necesario han sido calculados a la cuota sugerida.

From	To	Weight	Freight	Stevedoring	Freight from	Marine	Blocking	
	new York		Ward Line	Handling	Cant. Mante	Insurance	* Labor	
Edgemoore ^{22 1/2}	706.50	157	✓ 1381.60	314.00	✓ 722.20	235.50 ^{15¢} 397.50 ^{25¢}	157.00	boilers
Boston ^{30 1/2}	945.50	155	✓ 1364.00	310.00	✓ 713.00	232.50 387.50	155.00	sugar mill mach
Philadelphia ^{14 1/2 10 1/2}	947.10	451	✓ 13968.80	902.00	✓ 2074.60	676.50 1127.50	451.00	pipe
Pittsburg ³⁴	2346.00	345	✓ 13036.00	690.00	✓ 1587.00	517.50 862.50	345.00	Motors, generators transformers
Phillipsburg ^{22 18 1/2} N.J.	129.50	35	✓ 308.00	70.00	✓ 161.00	52.50 87.50	35.00	pumps
New York		290	✓ 2552.00	580.00	✓ 1334.00	435.00 725.00	290.00	crystallizers
Ellwood ³⁴ Pa.	605.20	89	✓ 783.20	178.00	✓ 409.40	133.50 277.50	89.00	boilers
Woodlawn ³⁴	333.20	49	✓ 431.20	98.00	✓ 225.40	73.50 172.50	49.00	
Indianapolis ^{52 1/2}	546.00	52	✓ 457.60	104.00	✓ 239.20	78.00 130.00	52.00	boilers
Chicago ^{56 1/2}	271.20	24	✓ 211.20	48.00	✓ 110.40	36.00 60.00	24.00	boilers
St Louis ^{47 1/2}	6678.50	703	✓ 16186.40	1406.00	✓ 3233.80	1054.50 1757.50	703.00	sugar-mill mach
	2350		20680.00	4700.00	10810.00	3525.00 ^{5875.00}	2350.00	

⊕ on a valuation basis of
\$1000 U.S.C. per 2000 lbs.

⊗ at rate suggested of 5¢ per 100 lbs. or \$1.00 a ton

\$1035.00



MANUFACTURERS OF
CANE SUGAR MILLS AND CRUSHERS
CORLISS AND MEDIUM SPEED ENGINES
FULTON-DIESEL OIL ENGINES.

MAIN OFFICE AND WORKS:
ST. LOUIS, MISSOURI.

CABLE ADDRESS
"CASTIRON"
CODES USED
A. B. C. 6TH EDITION, IMPROVED.
WESTERN UNION (5-LETTER CODE.)
AND LIEBER'S.

ST. LOUIS, May 16, 1930.

Compania Azucarera del Mante.
Attention of Mr. F. Torreblanca.

Gentlemen:

We are attaching herewith various data sheets which are compilations of freight charges based upon tariff rates given us by various railroads, and covering the machinery for the new sugar factory at Mante.

We are giving you, under separate cover, a letter from the railroad company discussing in detail the railroad rates mentioned.

There has already been a slight reduction in these rates and we believe that our efforts to further reduce them will be rewarded by a further reduction.

Yours very truly,
FULTON IRON WORKS COMPANY,

J. A. Riordan,
Traffic Manager.

JAR:SP

Balance Rail with - Ward and Cuyamel

FROM	TO	WEIGHT	FREIGHT
ST. LOUIS	MANTE	872	25985.60
CLEARFIELD	MANTE	321	7399.05
		1193	33384.65

ALL R.

BALANCE ALL RAIL WITH WARD.

FROM	TO	WEIGHT	FREIGHT	FROM	TO	WEIGHT	FREIGHT
ST. LOUIS,	EL MANTE	1500	44700	ST. LOUIS	EL MANTE	872	25,985.60
BIRM.	" "	1000	31000	BIRMINGHAM	" "	1000	31,000.00
CHATANOOGA	" "	125	3800	CHATANOOGA	" "	125	3,800.00
MACON	" "	35	1085	MACON	" "	35	1,085.00
EDGE MOOR	" "	127	5295.90	CLEARFIELD	" "	321	7,399.05
NEW YORK	" "	240	10008				
PHILLIPSBURG	" "	30	1239			2353	69,269.65
PITTSBURG	" "	300	12060				
PHILADELPHIA	" "	400	13720 + 320				
BOSTON	" "	125	5375				
ELWOOD	" "	83	3004				
WOODLAWN	" "	46	1665.20				
INDIANAPOLIS	" "	48	1569.60				
CHICAGO	" "	23	699.20				
CLEARFIELD	" "	321	7399.05				
		4403	142619.95				

