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v.3

U.S. Federal Reserve Bank Organization Committee.
Exhibits and letters submitted at hearings... (San Francisco)

California and Miscellaneous States. v.3

#67

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SCHOOL CENSUS.

Pupils Enrolled.

During the year ending June 30, 1912	53,160
During the year ending June 30, 1911	51,462
During the year ending June 30, 1910	50,212
During the year ending June 30, 1909	48,509
During the year ending June 30, 1908	48,045
During the year ending June 30, 1907	45,633
During the year ending April 17, 1906*	57,782
During the year ending June 30, 1905*	55,067
During the year ending June 30, 1904*	49,600
During the year ending June 30, 1903*	48,345
During the year ending June 30, 1902*	48,893
During the year ending June 30, 1901*	48,517
During the year ending June 30, 1900*	48,058

*Note:—Previous to 1906 the figures are taken from the State Enrollment, which includes duplications. Private schools had an enrollment of 11,928 on June 30th, 1912.

PASSENGER TRAFFIC BY WATER

PASSENGERS CARRIED BY TRANS-PACIFIC STEAMERS.

	1912	1911
Pacific Mail Steamship Co.	39,774	38,467
Matson Navigation Co.	7,732	6,426
Oceanic Steamship Co.	5,875	6,182
Toyo Kisen Kaisha	10,573	8,595
Union Steamship Co.	3,311	.....
Total	67,265	59,670

PASSENGERS CARRIED ON FERRIES.

	1912	1911
Santa Fe (Richmond)	296,220	244,369
Southern Pacific (Oakland and Alameda)	19,212,476	18,133,396
Key Route (Oakland)	13,770,863	13,383,656
Western Pacific (Oakland)	113,555	83,165
Northwestern Pacific (Sausalito)	5,551,910	5,316,815
Total	38,951,024	37,161,401

PASSENGERS CARRIED ON RIVER BOATS.

	1912	1911
Monticello S. S. Co. (Vallejo)	475,000	516,630
Southern Pacific Co. (Sacramento)	117,628	98,561
California Navigation & Impt. Co. (Stockton)	45,405	43,395
California Transportation Co. (Sacramento)		48,096
California Transportation Co. (Stockton)	70,935	21,419
Cal. Transportation Co. (Mokelumne River)		2,031
Total	708,968	730,132
Grand Total	39,727,257	38,310,833

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BANKING STATISTICS

BANK CLEARINGS.

1912	$2,677,561,952
1911	2,427,075,543
1910	2,323,772,871
1909	1,979,872,570
1908	1,757,151,850
1907	2,133,882,625
1906	1,998,400,779
1905	1,834,549,788
1904	1,534,631,136
1903	1,520,198,682
1902	1,373,362,025
1901	1,178,169,536
1900	1,029,582,594

San Francisco ranked 8th among the cities of the United States in Bank Clearings in 1912.

SAVINGS BANKS

Number of Depositors, January 31st, 1912 256,083

Date	Resources	Deposits
1912—December 31	$200,501,961 85	$184,955,220 61
1911—November 10	186,758,809 87	168,744,339 61
1910—October 10	175,088,722 87	158,986,196 59
1909—November 16	168,665,975 40	162,353,933 62
1908—December 21	150,876,046 63	134,454,584 40
1907—December 28	163,665,016 09	147,095,374 49
1906—December 31	175,309,224 27	160,965,128 50
1905—December 30	182,355,427 24	169,538,244 13
1904—January 5	172,180,930 58	160,026,863 15
1903—January 23	166,466,173 65	154,906,701 98
1902—December 31	154,762,790 48	144,295,034 57
1901—December 31	143,524,996 39	133,430,482 77
1900—December 31	134,498,940 61	124,580,434 81

NATIONAL BANKS.

Date	Resources	Deposits
1913—April 4	$229,292,094 60	$148,959,367 45
1912—June 14	220,003,000 00	149,082,000 00
1911—January 7	211,670,933 67	83,218,852 18
1909—November 16	142,980,426 21	54,265,802 25
1908—November 27	115,363,458 23	42,267,043 70
1907—December 3	98,451,612 88	31,502,547 98
1906—January 9	98,091,160 80	36,954,152 28
1905—January 11	61,008,181 39	22,463,816 12
1904—November 10	60,102,652 27	23,581,648 73
1903—November 17	54,597,516 16	23,148,450 14
1902—September 15	49,487,066 43	22,903,240 01
1901—December 10	39,793,283 35	18,085,890 49
1900—December 13	34,891,054 33	15,392,276 82

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NUMBER OF PASSENGERS INTERCHANGED BETWEEN SAN FRANCISCO AND DISTRICTS SHOWN BELOW FOR YEAR ENDING JUNE 30th, 1913.

Central District -	5,318,294		
Other California points	881,244		
Total California points			6,199,538
Oregon, Nevada, Utah, Ariz., New Mex.....			84,852
To and from Eastern points.....			199,018
			6,843,408
Coastwise steamers		286,635	
Foreign ports		52,453	339,088
		GRAND TOTAL	7,182,496

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TONS OF FREIGHT INTERCHANGED BETWEEN SAN FRANCISCO BAY DISTRICTS AND DISTRICTS SHOWN BELOW FOR YEAR ENDING JUNE 30th, 1913.

California points	6,056,826
Oregon, Nevada, Utah, Arix, New Mex....	308,331
To and from Eastern points	1,063,455
Total	7,428,612

FOREIGN. Tonnage of water Traffif not available. Valuation is expressed as per U. S. Custom records on merchandise traffic between San Francisco and foreign countries and Atlantic States

Exports	$94,862,490	
Imports	62,744,188	
Total Imports and Exports		157,606,678

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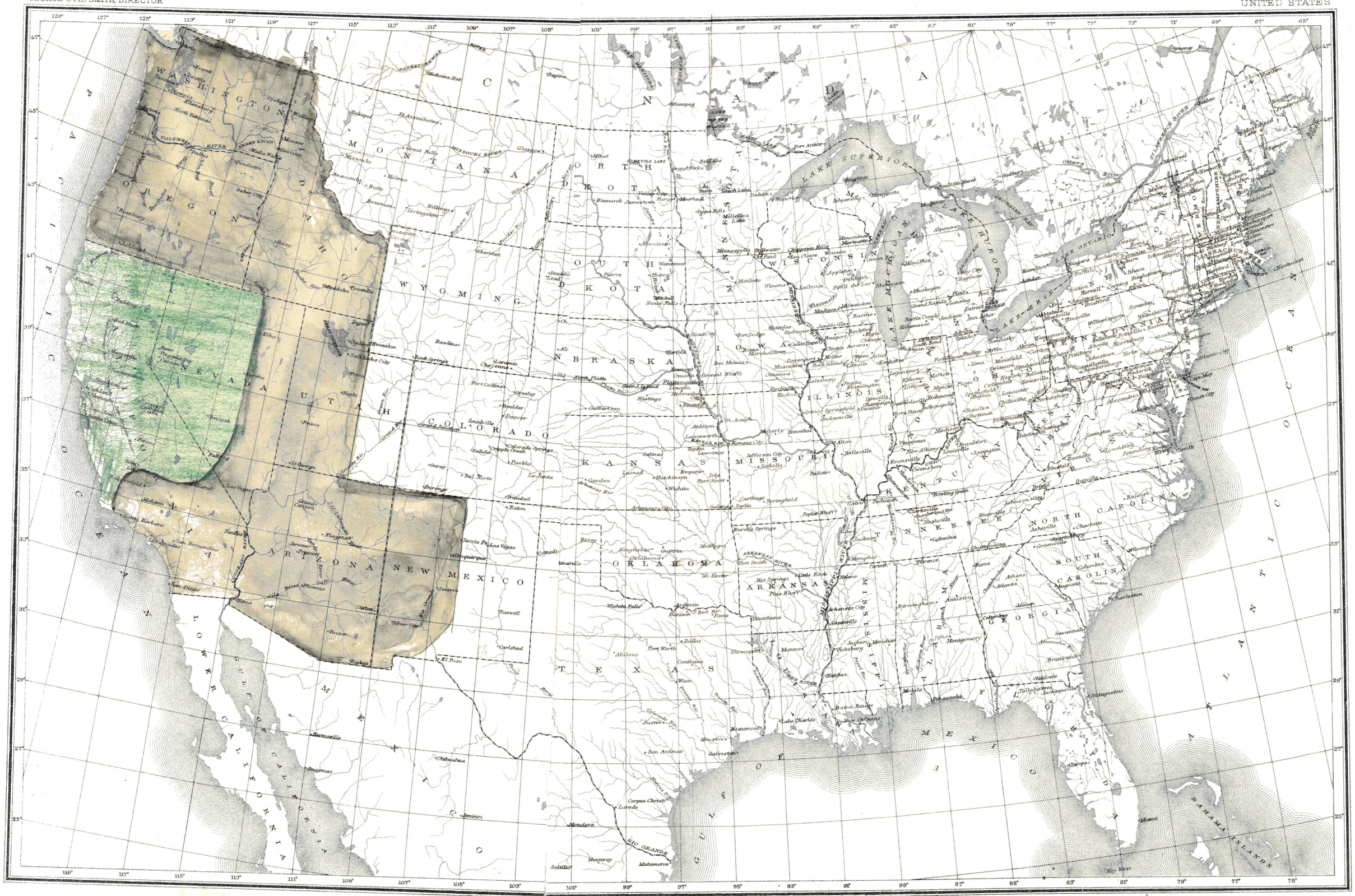
U.S. GEOLOGICAL SURVEY
GEORGE OTIS SMITH, DIRECTOR

UNITED STATES



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- T R A N S P O R T A T I O N -

The green section of map represents territory in which San Francisco is supreme as a jobbing center, and the darkly colored section represents territory into which she makes vast shipments in competition with smaller Western jobbing points.

Statistics for past years prove a conservative estimate of the annual production of California, from a transportation standpoint, means,

50,000	carloads	of	Citrus Fruits.
13,000	"	"	Deciduous Fruits (other than Apples).
3,500	"	"	Apples.
9,000	"	"	Dried Fruits.
1,000	"	"	Walnuts.
16,000	"	"	Wine.
10,890	"	"	Canned Fruits and Vegetables.
5,000	"	"	Beans.

Total of 108,390 carloads, which at an average revenue of $300 per car nets $32,517,000 per year. This does not take into consideration the vast tonnage of Oil, Grain, Sugar, Hops, Hide and Leather, Lumber, etc., in which production this State ranks high. Neither has the immense import tonnage been considered.

By bank clearances the fact is established that all finance of California drains into San Francisco,-or, in other words, that the production of the State is controlled here. The variety and the scope of production is unequaled in any other Western State,-and challenges any district in the world. And by reason of this variety of production the handling of moneys is likewise varied and necessarily active. The City and State is not dependent upon any particular production to insure to the transportation interests large and extensive tonnage at all times. Variety of production also means a constant increase of population,-for instead of heavy tonnage diminishing resources, heavy tonnage, in most lines of production, accentuates the scope of such production and thereby increases population,--a circumstance which is directly reversed where a state's chief production is lumber which is depleted by output. The Wine industry alone of this State represents $150,000,000 and employs 15,000 families; hence were the average family only five in number, (and considering these families are largely of Italian descent one realizes our figures are again strikingly conservative),--means a population of 75,000.

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POPULATION OF THE PACIFIC STATES	CENSUS OF 1910	
Washington	1,141,990	
Oregon	672,765	
California	2,377,549	
Idaho	325,594	
Utah	373,351	
Nevada	81,875	
Arizona	204,354	
Total		5,177,478
Population of the entire United States		91,972,266

Approximately 1/18th of the population of the United States is in the Pacific States

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CAPITAL & SURPLUS OF ALL REPORTING BANKS IN THE UNITED STATES

FROM THE REPORT OF THE COMPTROLLER OF THE CURRENCY FOR THE YEAR 1912

Capital - - - -	$ 2,002,642,104	
Surplus - - - -	1,582,205,078	3,584,847,182

CAPITAL & SURPLUS OF BANKS OF PACIFIC STATES

Capital - - - -	178,807,065	
Surplus - - - -	73,338,987	252,146,052

Approximately 1/14th of the Banking Capital of the United States is employed in the Pacific States

CAPITAL & SURPLUS OF NATIONAL BANKS IN THE UNITED STATES

AS REPORTED TO THE COMPTROLLER OF THE CURRENCY OCTOBER 21, 1913

Capital - - - -	1,059,402,908	
Surplus - - - -	726,302,377	
Total Capital & Surplus		1,785,705,285

CAPITAL & SURPLUS OF NATIONAL BANKS IN THE PACIFIC STATES

Capital - - - -	89,320,105	
Surplus - - -	41,135,882	
Total Capital & Surplus		130,455,927

Approximately 1/14th of the National Banking Capital of the United States is employed in the Pacific States

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CAPITAL AND SURPLUS OF NATIONAL BANKS IN THE STATES COMPRISING THE PACIFIC STATES ON OCTOBER 21st,1913

State	Bank Capital & Surplus
Washington	$ 17,045,010
Oregon	14,046,339
California	85,068,636
Idaho	5,048,342
Utah	5,047,200
Nevada	2,213,400
Arizona	1,817,000
Alaska	170,000
Total	$ 130,455,927

Of this total of - - - - -	$ 130,455,927
California has - - - - -	85,068,636
The remaining Pacific States have- - -	45,387,291

or some $21,000,000 short of the amount necessary to produce the capital for a Federal Reserve Bank as required by the Act.

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ABSTRACT . REPORTS OF NATIONAL AND STATE BA KS (FROM THE REPORT OF THE COMPTROLLER OF THE CURRENCY FOR 1912)

States	Capital & Surplus	Due to Banks & Bankers	Individual Deposits
Washington	33,830,653.08	17,895,259.08	143,870,452.00
Oregon	23,273,615.62	13,561,683.65	91,860,284.29
California	166,047.980.67	106,638,953.87	749,790,431.07
Idaho	8,776,277.44	1,981,498.98	26,013,739.29
Utah	10,708,739.20	9,009,902.63	48,680,716.36
Nevada	4,199,141.82	1,143,722.36	13,494,103.71
Arizona	4,093,077.42	1,103,215.35	19,212,179.09
Alaska	1,216,567.00	143,204.23	2,739,069.98
Pacific States	252,146,052.25	151,477,440.15	1095,660,975.79
San Francisco	71,033,697.53	74,058,908.31	309.617,135.54

More than 28% of all of the banking capital of the Pacific States is employed in San Francisco.

More than 48% of the deposits of banks with other banks in the Pacific States are deposited with San Francisco Banks.

More than 28% of the individual deposits in the banks of the Pacific States are deposited with San Francisco Banks.

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ABSTRACT OF REPORTS OF NATIONAL BANKS TO THE COMPTROLLER OF THE CURRENCY OCTOBER 21, 1913.

States	Capital & Surplus	Due to Banks & Bankers	Individual Deposits
Washington	17,045,010	17,206,986	85,041,800
Oregon	14,046,339	11,523,660	54,324,465
California	85,068,636	93,828,755	262,280,723
Idaho	5,048,342	1,831,590	19,874,330
Utah	5,047,200	7,273,049	19,730,646
Nevada	2,213,400	1,022,914	6,319,594
Arizona	1,817,000	926,380	8,947,020
Alaska	170,000	22,122	1,224,321
Pacific States	130,455,927	133,635,456	457,742,899
San Francisco	44,880,500	66,312,026	93,072,107

More than 34% of the National Banking Capital of the Pacific States is employed in San Francisco

More than 49% of the deposits of banks with the National Banks of the Pacific States are deposited in the National Banks of San Francisco.

More than 20% of the individual deposits in the National Banks of the Pacific States are deposited in the National Banks of San Francisco.

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TOTALS OF THE CLEARINGS OF THE FOUR PRINCIPAL COMMERCIAL CITIES OF THE PACIFIC STATES FOR THE YEAR 1913

Los Angeles	1,210,606,487
Seattle	664,857,448
Portland	627,818,010
Total	2,503,281,945
San Francisco	2,624,428,532

The clearings of San Francisco exceed the combined clearings of the three other cities.

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NATIONAL BANKS, SAN FRANCISCO, CAL.

The Bank of California	Capital	$	8,500,000.00
	Surplus & Profits		7,868,632.27
Wells Fargo-Nevada Nat.Bank	Capital		6,000,000.00
	Surplus & Profits		5,191,348.12
Anglo & London Paris Nat.Bank	Capital		4,000,000.00
	Surplus & Profits		1,768,236.96
Crocker National Bank	Capital		2,000,000.00
	Surplus & Profits		3,033,346.82
First National Bank	Capital		3,000,000.00
	Surplus & Profits		1,821,142.93
Mercantile National Bank	Capital		2,000,000.00
	Surplus & Profits		1,108,873.49
American National Bank	Capital		1,000,000.00
	Surplus & Profits		439,553.43
Merchants National Bank	Capital		1,500,000.00
	Surplus & Profits		248,927.46
Seaboard National Bank	Capital		500,000.00
	Surplus & Profits		209,656.00
	TOTAL.	$	50,189,717.48

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The U. S. Government operate their fleet of Transports on the Pacific to and from San Francisco (with the exception of one or two ships from Puget Sound carrying Hay and Lumber) and own their own docks here, the only place in the United States where they do so.

The Bank clearings of San Francisco were $2,624,428,825
" " " Seattle " $ 664,857,475 or
only 25.3% of San Francisco's
The Bank clearnings of Portland were $ 627,838,005 or
only 23.9% of San Francisco's.

The Building permits of San Francisco were $32,797,259
" " " " Seattle were 9,335,220 or
only 28.0% of San Francisco's
The Building Permits of Portland were 13,537,150 or
only 41.2% of San Francisco's.

The Postal Receipts of San Francisco were $ 3,116,944
" " " " Seattle were 1,344,248 or
only 43.1% of San Francisco's
The Postal Receipts of Portland were 1,183,535 or
only 37% of San Francisco's.

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January 29, 1914.

Memorandum for Mr. Lynch: - Pres. cl. House ass'n, San Francisco

San Francisco is practically midway between Canada and Mexico:

450 miles to Mexico - 820 miles to Canada.

It is 779 miles nearer to Panama than Seattle and it is expected very large cargoes will come and go between Eastern States, New Orleans and Europe and the Pacific Coast through the canal requiring very large sums to negotiate shipping documents and outfitting steamers. This is also true of West Coast of South America.

Steamers taking cargo from Puget Sound for East Coast of the United States and Europe via Panama and Magellan in NEARLY EVERY CASE COME TO SAN FRANCISCO FIRST AND THEN CLEAR FROM HERE. THIS IS ALSO TRUE OF WESTBOUND SHIPS for Puget Sound.

Puget Sound and Portland banks, it is understood, do not carry Oriental balances for exchange on account of the volume of business not being sufficient to justify same. A draft on an Oriental house HAS TO COME THROUGH SAN FRANCISCO BANKS WHO CARRY LARGE ORIENTAL BALANCES.

Puget Sound and Alaska ship large quantities of lumber and canned salmon but the majority of these commodities is marketed in San Francisco where the financing is done.

The operation of over 7,771 miles of railroad in California by railroads whose headquarters in most cases is here together with large numbers of steamships whose headquarters are here require the handling of very large sums of money. In Oregon there are only 2,284 miles of railroad and practically no ships and in Washington there are 4,875 miles of railroad most of whose general offices are not located in the State.

In Oregon and Washington there are large Wood Pulp mills for the manufacture of paper but they have resident agents here where the majority of their sales are made.

The question of Fuel Oil for Railroads, Industries and Ocean going ships is a question of great magnitude, so much so in fact that the Government is figureing on locating Oil Supply Stations of its own. This oil is tributary to San Francisco. There is none in Oregon or Washington.

The largest Wholesale Hardware and Grocery firms in Washington doing an enormous business with Alaska etc., are simply branches of a San Francisco firm and are financed here and receive the majority of their stock from here.

San Francisco is the natural financial center for the Pacific Coast for the following reasons:

It is the center of population and the greater the population the greater demands for financial facilities.

California	is the	12th	State	in	rank	of	Population	of the U.S.
Washington	"	30th	"	"	"	"	"	"
Oregon	"	35th	"	"	"	"	"	"

San Francisco within a radius of 520 miles has 31 towns of over 5,000 inhabitants or a total of 1,314,037. This is more than the entire population of Washington and over 72% of the entire population of Oregon and Washington combined.

Seattle within a radius of 350 miles has only 12 towns over 5,000 or a total of 553,335 not half of what San Francisco has.

Portland within a radius of 480 miles has only 9 towns of over 5,000 or a total of 271,018 or 21% of San Francisco's.

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Under the provisions of the Federal reserve act, all national banks are required to signify their acceptance of its terms and provisions on or before February 22, 1914, and all eligible State banks and trust companies are permitted to signify their acceptance within the same time.

The committee will sit at the Custom-house in New York city January 2d and 3d, in Boston on January 5th and 6th, and return to New York for additional sessions on the 9th and 10th. The committee will sit in Washington from January 12th to 17th, in Chicago January 19th, 20th and 21st; St. Louis January 22d, 23d and 24th, and Denver January 26th. Hearings for the other cities will be held between January 28th and March 1st. Wherever possible, the hearings will be held in Government buildings.

INFORMATION THAT IS WANTED.

The committee desires to be informed particularly upon the following points, which are considered primary factors in determining the boundaries of the proposed districts and the location of the Federal reserve banks:

First — Geographical convenience, which involves transportation facilities, and rapid and easy communication with all parts of the district.

Second—Industrial and commercial development and the needs of each section, which involves consideration of the general movement of commodities and of business transactions within the districts and the transfer of funds and exchanges of credits arising therefrom.

Third—The established custom and trend of business as developed by the present bank reserve and checking accounts. In laying out the districts and establishing the headquarters for reserve banks, every effort will be made to promote business convenience and the normal movements of trade and commerce.

Political considerations will not be permitted to influence the committee in determining these important questions. While the committee appreciates the local pride and sentiment which are prompting many cities to urge their claims, the committee nevertheless must appeal to the patriotism of the country to assist it in arriving at sound conclusions through consideration of fundamental and vital factors.

LOCAL PRIDE MUST YIELD.

Purely local sentiment and pride must yield to the common good in order that the system itself may accomplish the purposes for which it was designed, namely, to secure to the business of the country the elastic system of credits and the stability of conditions so long imperatively demanded.

The committee therefore will be able to receive delegations urging the claims of particular cities for preference as the headquarters of the reserve banks. The claims of all cities will be considered upon their merits in view of all the facts which wll be developed throughout the investigations. The purpose of the commttee is to go about this work in a thoroughly practical and busiuesslike way, to accomplish it at the earliest possible moment, but without undue haste and only after full consideration of the needs of every section of the country.

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Statement relative to 48

(16)

SAN FRANCISCO

THE COMMERCIAL, FINANCIAL AND INDUSTRIAL METROPOLIS OF THE WEST

In selecting a city on the Pacific Coast as the location for a Regional Reserve Bank, the following factors should be taken into consideration, viz: population, banks, geographical location and amount of business transacted including commerce, manufacturing, etc.

POPULATION:

The four largest cities of the Pacific Coast will be taken into consideration in the following argument, viz: San Francisco, Los Angeles, Seattle and Portland, in the order named. The population of these four cities according to the U. S. Census of 1910 (the latest available) was as follows:

	Population of City	Population of Metropolitan Area
San Francisco	416,912	686,873
Los Angeles	319,198	438,226
Seattle	237,194	239,269
Portland	207,214	215,048

It will be seen from these figures that San Francisco has a far greater metropolitan area in proportion to the size of the city than any of the other populous centers of the Pacific Coast. It is of interest to note also that the population of the Bay counties around San Francisco Bay amounted to 925,708 in 1910. The next most populous center, viz: the counties south of Tehachapi amounted to but 751,310. When we take into consideration the Sacramento Valley with a population of 153,708 and the San Joaquin Valley with a population of 261,811, both of which territories

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are entirely dependent upon San Francisco - both topographically and as well as on account of freight rates in effect - we have a population of 1,341,227 exclusive of 285,012 in the remainder of the State, which is also dependent upon San Francisco.

BANKS.

The bank clearings of San Francisco in 1913 amounted to $2,624,428.825. or more than equal to the combined bank clearings of

Los Angeles,	$1,210,261,125.
Seattle,	664,857,475.
Portland,	627,838,005.
	$2,502,956,605.

The capital of the National Banks of San Francisco, as per the call of August 9th, 1913, amounted to $28,500,000, or nearly twice the combined capital of the National Banks of

Los Angeles,	$ 6,800,000.
Seattle,	4,200,000.
Portland,	4,500,000.
	$ 15,500,000.

The capital of all the National Banks in California, exclusive of San Francisco, is only equal to $28,318,060. or less than that of San Francisco. San Francisco has 32% of all the National Bank capital of the Pacific Coast including California, Oregon, Washington, Idaho, Utah, Nevada, Arizona and Alaska. Los Angeles, the next largest, has but 7.6%.

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The following table comparing a statement of all the Los Angeles banks with the banks of San Francisco will show our complete superiority: (Note that the capital, surplus and undivided profits of the San Francisco banks outrank the Los Angeles banks more than 3 to 1.)

	San Francisco Oct.21, 1913	Los Angeles July 1, 1913
Capital, Surplus and Undivided Profits, - - - - - -	$ 82,913,739.63	$ 26,815,668.94
Deposits, - - - - - - - - - - - - - -	393,463,258.23	177,905,787.14
Total Resources - - - - - - - - -	511,490,202.61	211,989,337.60

GEOGRAPHICAL LOCATION.

Geographically, San Francisco is located midway between the northern and southern points of the Pacific Coast. All of the steamer lines running up and down the Coast, including those to Alaska, Mexico, Panama, South and Central America, as well as the lines running to Honolulu, Australia, New Zealand, China, Japan and the Philippines, leave from San Francisco, with the exception of the Japanese line and the Hill line sailing from Puget Sound. As far as the Coast business goes the lines all radiate from San Francisco, with frequent sailings to San Diego, San Pedro, Eureka and Puget Sound points. San Francisco is the only city on the Coast that has an inland waterways distribution by Bay and River steamers. As far as geographical position as to railroads is concerned, there are no arguments in favor of any other Pacific Coast city. Los Angeles on one end of the Pacific Coast, and Portland and Seattle on the other end, are too remote from the geographical center.

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COMMERCE AND BUSINESS.

A few facts relative to the predominance of San Francisco in all lines of commerce are given herewith.

Exports of domestic goods by sea from San Francisco for the fiscal year ending June 30th, 1913 amounted to

	Exports	Imports
San Francisco	$66,021,385.	$62,501,681.
Los Angeles	253,562.	2,747,601.
Portland	12,577,253.	3,203,639.
Puget Sound	62,548,109.	51,473,683.

The customs district of Puget Sound includes Seattle, Tacoma, Vancouver,(Washington) Bellingham, and fourteen other cities and towns on Puget Sound.

The value of manufactured articles, as per the U. S. Census of 1909, San Francisco led her nearest competitor, Los Angeles, by a ratio of 2 to 1.

San Francisco,	$133,041,000.
Los Angeles,	68,586,000.
Seattle,	50,569,000.
Portland,	46,861,000.

As a bond market San Francisco ranked third in 1912, being exceeded only by New York and Baltimore and followed by Philadelphia, Chicago and Boston, in the order named. The other cities of the Pacific Coast do not even figure as a bond market. The figures for 1912 and 1911 were as follows:

	1912	1911
New York,	$675,213,000.	$890,210,100.
Baltimore,	31,876,200.	33,655,852.
San Francisco,	20,997,000.	12,261,000.
Philadelphia,	17,318,740.	18,395,680.
Chicago,	13,575,000.	14,752,000.
Boston,	12,319,000.	15,547,320.

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It is a notable fact that San Francisco is the only leading city where bond sales did not fall off during 1912, while on the other hand sales nearly doubled. It is also of interest to note that the real estate sales, post office receipts, and savings bank deposits of San Francisco are in excess of those of any other Pacific Coast city.

The only U. S. sub-treasury on the Pacific Coast is located in San Francisco and the only U. S. Mint west of Denver is in San Francisco. These are very significant factors in placing San Francisco preeminently to the fore as the banking center.

It is a striking fact that the California banks as well as those of Seattle, Portland, Tacoma and Spokane maintain deposits in San Francisco, while on the other hand San Francisco banks do not deposit in banks outside of the city.

The largest national bank in San Francisco has branches in Portland, Seattle, Tacoma and Virginia City.

Building operations in the past 7½ years since the fire aggregate $301,500,000 of which $290,000,000 has been raised locally. This is an astonishing fact that proves conclusively the strength of the San Francisco banking situation.

Building construction in the four leading cities of the Pacific Coast ranked as follows:

San Francisco,	$32,797,259.
Los Angeles,	31,641,921.
Portland,	13,537,150.
Seattle,	9,335,220.

SAN FRANCISCO'S JOBBING TERRITORY.

During the past four years the San Francisco Chamber of Commerce (and previously the Merchants Association) has investigated the jobbing territory of San Francisco. A representa-

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tive has called upon nearly every merchant, bank, newspaper and commercial organization in every town in the state that is situated on a railroad north of the Tehachapi. Assisted by data furnished by the Transportation Department as to freight rates and differentials, the following deductions have been made and investigated:

The cities of California that enjoy terminal rates are San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose and all stations in the vicinity of the Bay cities, Los Angeles, San Diego and small towns adjacent thereto. Of these cities San Francisco ranks as the supreme leader in the number, variety, quantity and quality of wholesale houses, with Los Angeles next, followed by Sacramento. Stockton does a small jobbing business, while the rest of the cities have no houses strictly classed as wholesale with the exception of the few factories doing a wholesale business, that may be located in these cities. Many of the so-called wholesale houses in the smallercities enjoying terminal rates, purchase their goods through San Francisco jobbing houses or from eastern houses represented by San Francisco agencies or warehouses. The largest hardware and crockery houses in San Francisco have branches in the larger cities of the coast. Many of the San Francisco wholesale houses have branch warehouses throughout the state in order to save freight on shipments to nearby points. The largest hardware, dry goods, leather and harness goods, jewelry, boot and shoe, hat, shirt, overall, crockery and glassware, millinery, drug, paper, cracker, candy, canned,and dried fruit, oil, wine,

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lumber, thread, silk, shipbuilding, post card, stationery, chocolate, cordage, cooperage, bottle, etc. wholesalers on the coast are located in San Francisco.

EXTENT OF JOBBING TERRITORY DEFINED.

The laws of supply and demand regulate the jobbing territory of San Francisco to a great extent, except as applied to the distribution of native products. California has a population equal only to that of the city of Chicago, yet Eureka, our northern port, and San Diego, our southern port, are situate in the same latitude as Boston, Massachusetts and Charleston, South Carolina on the Atlantic coast. California, with an area equal to that of either Italy or Japan, (both of these countries supporting over forty millions of people) is still in its infancy, consequently we have not the population to sell to as yet. That is to say, certain articles cannot be manufactured with any degree of success, as we have not the consumers to sell to. For that reason, there are no high class hat, glove, shoe or clothing factories in the west. On the other hand, such food products as crackers, candy and bread are to be found in any small manufacturing locality.

To the north San Francisco meets the competition of the Portland wholesale houses, in such lines as are not represented by branches of San Francisco houses. The freight rates from Portland and San Francisco meet at about the state line. At this point San Francisco and Portland houses have an even break on the business as far as freight rates are concerned. It is a com-

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mon practice to absorb freight rates in order to get business. While freight rates are an important point in determining how far a house can sell its goods, it is not necessarily the ultimate factor.

To the south San Francisco meets the Los Angeles competition, the freight rates breaking at Porterville and Tulare. To the east no wholesale competition is reached this side of Denver and Salt Lake, except at Reno where goods can be shipped from the east cheaper than they can to San Francisco.

These broad statements hold true to the general lines of business carried on by such wholesale houses located in San Francisco as handle eastern made goods.

In all lines of bative products, such as canned fruits and vegetables, dried fruits, deciduous and citrus fruits, nuts, oils, petroleum, wines, raisins, olives, olive oil and beet sugar, it may be said that California, and San Francisco as the natural shipping and distributing point, has the world for a field.

The fact must not be lost sight of that the Bay of San Francisco is the second largest land locked harbor in the world, being exceeded only in size by Rio de Janeiro, Brazil. Nature has done all that could be asked for for San Francisco in determining her commercial predominance.

With such world distributed products as mentioned above, freight rates do not figure. Without competition, or even with foreign competition, such as we have in Italian olives and olive oil and the French wines, freight rates are not taken into consideration, nor do they enter into the consideration as a factor in selling the native products.

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In a very broad way this defines the selling territory of San Francisco. When the wholesale houses of Sacramento, Stockton, etc. are considered, we have an imaginary circle drawn around these cities with a radius equal to the distance from said cities wherein they are able to sell their merchandise before meeting the freight rates of the next competitive wholesale point. This cannot be called their exclusive territory, however, as the more complete stocks, service, credit, etc. of the larger centers, such as San Francisco, get the lion's share of the business.

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LETTERS RECOMMENDING SAN FRANCISCO.

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PHONES: HOME 60211
MAIN 9060

City Clerk

City of Los Angeles

CHAS L. WILDE
CLERK

Los Angeles, Cal., Jan. 22, 1914.

FORM 25

JAN 27 1914
FORM 25 M

Reserve Bank Organization Committee
and
San Francisco Clearing House Association.

Gentlemen:--

At a meeting of the City Council of the City of Los Angeles held this day the following resolution was unanimously adopted, to wit:

W h e r e a s, the Federal Reserve Act provides that there shall be not less than eight or more than twelve Federal Reserve Districts; each district to contain only one Federal Reserve Bank; the districts to be apportioned with due regard to the convenience ad and customary course of business; now therefore be it

R e s o l v e d, that the City Council of the city of Los Angeles favor one Federal Reserve Bank only for the Pacific Coast States, to be located in the City of San Francisco, with a branch in the City of Los Angeles and in one or more cities of the Pacific Northwest; and be it further

R e s o l v e d, that copies of this resolution be forwarded to the Reserve Bank Organization Committee and to the San Francisco Clearing House Association."

Respectfully,

Chas L Wilde

City Clerk.

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Los angeles Clearing House association

Resolution

WHEREAS the Federal Reserve Act provides that there shall be not less than 8 or more than 12 Federal Reserve Districts; each district to contain only one Federal Reserve Bank; the districts to be apportioned with due regard to the Convenience and customary course of business, and also provides that the minimum subscribed capital of each Federal Reserve Bank shall be not less than $4,000,000, every National Bank shall be required and every state bank may be permitted to subscribe to the capital stock to the extent of six per cent of the combined capital and surplus of each subscribing bank; and

WHEREAS, in order to locate these Federal Reserve Banks properly and equitably, it will be necessary to take into consideration the items of convenience, natural course of business, volume of banking business and the future utility and strength of the Federal Reserve Bank to aid trade and commerce as well as the banking business in any given region; and,

WHEREAS, the latest returns from the Comptroller of the Currency show substantially the following figures:

Total capital and surplus of National Banks in the United States, about	$2,000,000,000.
Total capital and surplus of State Banks and Trust Companies in the United States, about	$2,000,000,000.
Total - - - - - - - -	$4,000,000,000.
Total capital and surplus of National Banks of the Pacific Coast States, including California, Arizona, Nevada, Oregon, Washington, Idaho and Utah, about	$130,000,000.
Total capital and surplus of State Banks and Trust Companies in Pacific Coast States, about	$130,000,000.
Total - - - - - - - -	$260,000,000.

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It will be seen that all the banks of the Pacific Coast States have only about 1/15 of the banking capital and surplus of the United States, and as there will be only from 8 to 12 Reserve Banks, and probably not more than 10, the Pacific Coast States will not in equity be entitled to more than one Reserve Bank; and,

WHEREAS, the banking capital and surplus of the State of California is $169,000,000, of which $73,000,000 is in San Francisco alone; and,

WHEREAS, the utility and strength of a reserve bank will depend largely upon the extent and character of the area to be covered by its operations, and its efficiency will be greater if it covers a territory with different climatic, industrial, agricultural and manufacturing conditions, with the result that when there is a demand for credit or currency in one section, there will be a surplus in another section and the Federal Reserve Bank will be the Clearing House through which the average condition of the entire section will be reflected.

It will better serve the interests of the public and of the banks, if we have one largely capitalized Reserve Bank covering a large, diversified territory, than to have two covering a smaller and less diversified territory; and

WHEREAS, the business of the Federal Reserve Banks will be solely with the member banks within its district, no deposits from or loans to individuals being accepted or made, nor any business transacted, that cannot be transacted with a branch, the location of the Federal Reserve Bank in any District should be central, for the convenience of its member banks.

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It will be conceded, that San Francisco will be the logical place for one such institution. Los Angeles and some City in the Pacific Northwest could then have branches, which will in every respect serve the needs of banks in their respective communities.

THEREFORE, BE IT RESOLVED, that the Los Angeles Clearing House Association and associated banks of the City of Los Angeles favor one Federal Reserve Bank only, for the Pacific Coast States, to be located in the City of San Francisco, the Branches in the City of Los Angeles and in one or more of the Cities of the Pacific Northwest; and,

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the Reserve Bank Organization Committee and to the San Francisco Clearing House Association.

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National Bank of California

Los Angeles, California.

J. E. FISHBURN, PRESIDENT.
W. D. WOOLWINE, VICE PRESIDENT.
R. I. ROGERS, VICE PRESIDENT.
H. S. MCKEE, CASHIER.
C. W. PROLLIUS, ASSISTANT CASHIER.
G. S. PICKRELL, ASSISTANT CASHIER.

San Francisco

December
Thirtieth
1 9 1 3.

Honorable Wm. G. McAdoo,
Secretary of the Treasury,
Washington, D. C.

Sir:

In re LOCATION FEDERAL RESERVE BANK.

I beg to hand you herewith a certified copy of a Resolution unanimously adopted at a joint meeting of the member banks of the Los Angeles Clearing House Association, and the member Banks of the Associated Savings Banks and Trust Companies of this City, held Monday, December 29th, 1913.

Yours very truly,

LOS ANGELES CLEARING HOUSE ASSOCIATION.

By J. E. Fishburn
President.

ANSWERED
7 1914
Form L-5 CB

Form L 5

IRS

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WHEREAS the Federal Reserve Act provides that there shall be not less than 8 or more than 12 Federal Reserve Districts; each district to contain only one Federal Reserve Bank; the districts to be apportioned with due regard to the convenience and customary course of business, and also provides that the minimum subscribed capital of each Federal Reserve Bank shall be not less than $4,000,000, every National Bank shall be required and every state bank may be permitted to subscribe to the capital stock to the extent of six per cent of the combined capital and surplus of each subscribing bank; and

WHEREAS, in order to locate these Federal Reserve Banks properly and equitably, it will be necessary to take into consideration the items of convenience, natural course of business, volume of banking business and the future utility and strength of the Federal Reserve Bank to aid trade and commerce as well as the banking business in any given region; and,

WHEREAS, the latest returns from the Comptroller of the Currency show substantially the following figures:

Total capital and surplus of National Banks in the United States, about	$2,000,000,000.
Total capital and surplus of State Banks and Trust Companies in the United States, about	$2,000,000,000.
Total - - - - - - - -	$4,000,000,000.
Total capital and surplus of National Banks of the Pacific Coast States, including California, Arizona, Nevada, Oregon, Washington, Idaho and Utah, about	$130,000,000.
Total capital and surplus of State Banks and Trust Companies in Pacific Coast States, about	130,000,000.
Total - - - - - - - - -	$260,000,000.

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It will be seen that all the banks of the Pacific Coast States have only about 1/15 of the banking capital and surplus of the United States, and as there will be only from 8 to 12 Reserve Banks, and probably not more than 10, the Pacific Coast States will not in equity be entitled to more than one Reserve Bank; and,

WHEREAS, the banking capital and surplus of the State of California is $169,000,000, of which $73,000,000 is in San Francisco alone; and,

WHEREAS, the utility and strength of a reserve bank will depend largely upon the extent and character of the area to be covered by its operations, and its efficiency will be greater if it covers a territory with different climatic, industrial, agricultural and manufacturing conditions, with the result that when there is a demand for credit or currency in one section, there will be a surplus in another section and the Federal Reserve Bank will be the Clearing House through which the average condition of the entire section will be reflected.

It will better serve the interests of the public and of the banks, if we have one largely capitalized Reserve Bank covering a large, diversified territory, than to have two covering a smaller and less diversified territory; and

WHEREAS, the business of the Federal Reserve Banks will be solely with the member banks within its district, no deposits from or loans to individuals being accepted or made, nor any business transacted, that cannot be transacted with a branch, the location of the Federal Reserve Bank in any District should be central, for the convenience of its member banks.

ANSWERED

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It will be conceded that San Francisco will be the logical place for one such institution. Los Angeles and some City in the Pacific Northwest could then have branches, which will in every respect serve the needs of banks in their respective communities.

THEREFORE, BE IT RESOLVED, that the Los Angeles Clearing House Association and associated banks of the City of Los Angeles favor one Federal Reserve Bank only, for the Pacific Coast States, to be located in the City of San Francisco, with Branches in the City of Los Angeles and in one or more of the Cities of the Pacific Northwest; and,

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the Reserve Bank Organization Committee and to the San Francisco Clearing House Association.

I hereby certify that the above is a true and correct copy of a resolution unanimously adopted at a joint meeting of the member banks of the Los Angeles Clearing House Association and the member banks of the Associated Savings Banks and Trust Companies of this city held December 29, 1913.

James B Gist
Secretary of Joint Meeting.

James B Gist
Secretary Los Angeles Clearing House Association.

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Submitted by J F Sartori, President.

Security Trust & Savings Bank - Los Angeles

17

"San Francisco, the logical Federal Reserve Bank City for seven Pacific Coast States."

An ideal Federal Reserve district can be made up by the seven Pacific States, California, Arizona, Nevada, Utah, Idaho, Oregon and Washington, and perhaps Alaska. San Francisco is the logical and natural center of this territory. San Francisco has been for years, and is now, its greatest trade and banking city. Banks are forced by the requirements of business to recognize this fact. Some banks carry balances in Seattle, Portland, Los Angeles, but probably every bank in the seven states keeps a balance in San Francisco. Why? Because the trend of business requires it.

Some of the reasons why these seven states should be included in one district with its Reserve Bank located in San Francisco, are as follows:-

1. The transportation facilities and geographical convenience of this district favor San Francisco.

2. The transfer of funds and exchange arising from the general movement of commodities and business transactions favors San Francisco.

3. The volume and trend of business favors San Francisco.

4. As there are to be from 8 to 12 Reserve Districts, the seven Pacific States are not in equity entitled to more than one, if consideration is given to proportionate population - banking capital and surplus - deposits and volume of clearings.

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Some statistics gathered from the December 2,1912 Comptroller's report and 1913 reports, are herewith offered:

1st. Estimated population U. S. - - - -97,080,000

7 Pacific States - - - - - - - - - 5,817,000

Ratio of population, 1 to 17.

2nd. All banking capital and surplus, June 14,1912.

Total all banks, about - - - --- - - - - - - $3,600,000,000.

All banks in 7 Pacific States and Alaska, about - - - - - - - - - - - - - - - - - 252,000,000

Ratio, 1 to 14.

3rd. Banking capital and surplus, June, 1913.

All National Banks in U.S., total - - - - - $1,777,526,000.

All National Banks in 7 Pacific States and Alaska - - - - - - - - - - - - - - - 128,997,000.

Ratio, 1 to 14.

4th. Total individual deposits all banks in U. S. June, 1912, as per Comptroller's Report, 1913 - - - - - - - - - - - - - - - - - 17,024,000,000.

Total individual deposits, 7 Pacific Coast States and Alaska - - - - - - - - - - - 1,191,853,000.

Ratio, 1 to 15.

5th. June 1913, individual deposits all National Banks in U. S. - - - - - - - - - 5,953,641,000.

In 7 Pacific States, including Alaska - - - 453,882,000.
Ratio 1 to 13.

6th. Volume of clearings all U.S.,1913 - - -169,951,000,000.

Com. & Financial Chronicle
Total clearings 7 Pacific States, 1913 - - 6,554,000,000.

Ratio, 1 to 25.

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Statistics to show that San Francisco is the logical location for the Federal Reserve Bank in a district composed of the Pacific States, based on June 4, 1913, Comptroller's Report.

1st. Capital, surplus and undivided profits all banks in 7 Pacific States, June, 1912 - - - - - - $292,900,000.

In San Francisco - - - - - - - - 82,679,600.

Ratio, 1 to 4.

In California - $196,290,000 - or double that of all the other six Pacific States combined.

2nd. Capital and surplus all National Banks in 7 Pacific States, June 1913, - - - 128,997,500.

National Banks in San Francisco - - - 44,875,000.

Nearly 1/3 of the whole, or over 1/2 of all others.

California National Banks have a total of $83,842,363. capital and surplus, or nearly double that of the other six Pacific States combined.

3rd. Individual deposits June 1913, of all National Banks, 7 Pacific Coast States and Alaska - - - - - - - - - - - - - - - 453,882,373.

San Francisco National Banks - - - - - 88,736,533.

Nearly 20% of all, or 1/4 of all others combined.

4th. California National Banks had on deposit September 4, 1912, $257,622,000 or $62,400,000 more than all National Banks in the other six states combined.

5th. Individual deposits all banks, June, 1912, 7 Pacific States - - - - - - $1,191,853,000.

San Francisco - or 1/4 of all - - - 309,617,000.

All other six states - - - - - - - - 396,249,000.

In California - - - - - - - - - - - - 795,604,000.
2/3 of all, or double the deposits of all the other six Pacific Coast States combined.

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6th. In 1912, the savings deposits of California were $389,500,000, and the savings deposits of all the other six Pacific States were only $90,000,000, or less than 1/4 of those in California.

7th. The capital stock, surplus and undivided profits June 1912, of all San Francisco Banks, were - - - - - $82,679,600.

and of all banks in the other six Pacific Coast States, (California excluded) were only - - - - - - - - - - 96,610,000.

8th. Volume of clearings, 1913, seven Pacific Coast States - - - - - 6,544,383,000.

San Francisco - - - - - - - - - - - - - 2,624,428,000.

40% of all, or 66% of the entire volume of clearings in the 7 states outside of San Francisco

9th. Total clearings for year 1913.

San Francisco - - - - - - - - - - - $2,624,428,000.

Los Angeles - - - - - - - - - - - - - 1,211,269,000.

Seattle - - - - - - - - - - - - - - - 664,857,000.

Portland - - - - - - - - - - - - - - 627,818,000.

10th. San Francisco in volume of clearings is the 8th city in the U. S., followed by

Baltimore, with - - - - - - - - - - $1,967,000,000.

Detroit - - - - - - - - - - - - - - 1,331,000,000.

Cincinnati - - - - - - - - - - - - - 1,317,000,000.

Minneapolis - - - - - - - - - - - - 1,275,000,000.

Los Angeles (14) - - - - - - - - 1,211,000,000.

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11th. Total clearings 1913.

1.	New York City - - - - - - - - -	-94,634,000,000.
2.	Chicago - - - - - - - - - - - -	16,073,000,000.
3.	Philadelphia - - - - - - - - -	8,523,000,000.
4.	Boston - - - - - - - - - - - -	8,116,000,000.
5.	St. Louis - - - - - - - - - -	4,136,000,000.
6.	Pittsburgh - - - - - - - - -	2,932,000,000.
7.	Kansas City - - - - - - - - -	2,850,000,000.
8.	San Francisco - - - - - - - -	2,624,000,000.
9.	Baltimore - - - - - - - - - -	1,967,000,000.
10.	Detroit - - - - - - - - - - -	1,331,000,000.
11.	Cincinnati - - - - - - - - -	1,317,000,000.
12.	Minneapolis - - - - - - - - -	1,312,000,000.
13,	Cleveland - - - - - - - - - -	1,275,000,000.
14.	Los Angeles - - - - - - - - -	1,210,000,000.

I do not regard the establishment of a Federal Reserve bank in any particular locality a matter of sentiment, but a matter of business.

The question is, what is economically to the best interests of business.

It has been suggested that a Reserve Bank should be located in Los Angeles, and its district should be composed of the Southern half of California, Nevada, Arizona and New Mexico.

The capital stock and surplus of all banks in this territory is about - - $68,000,000

less than 2% or less than one-fiftieth of the whole in the U. S.

6% of $68,000,000 - - - - - - - - - - - $4,080,000

just sufficient to organize, without private subscription, if every bank in this territory would subscribe.

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Quite a number of large banks in this territory being trust and savings banks, not doing a regular commercial business, will probably not subscribe for some time to come.

The total individual deposits in this district are about - - - - - - - - - - - - - - - - - - $335,000,000 or less than 2% of all the individual deposits in the U. S.

Total capital and surplus of all National banks in this limited district in 1912 was about $47,000,000, 6% of which amount would be $2,800,000, not sufficient to organize a district without the aid of state banks and private subscription.

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STATISTICS, CALIFORNIA STATE BANKS.

August 14, 1912.

No. of Banks		
	Commercial	155
	Savings	131
	Trust	7
	Departmental	167
		460
	Branches	63
	Total No.	523

Com.	Capital & Surplus	$41,228,000.
	Savings	37,925,000.
	Trust	7,837,000.
	Total	$86, 990,000.

Com. Deposits (individual)		$129,116,000.
Savings "	"	400,765,000.
Trust "	"	3,070,000.
	Total	$532,951,000.
227 National Banks with Deposits about-		$262,653,000.
	Total	$795,604,000.

Respectfully Submitted
J. F. Sartori
Pres Security Trust & Savings Bk
Los Angeles

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN: Washington,

RESERVE BANK ORGANIZATION COMMITTEE.

January 29, 1914.

TO Claud Gatch,
Bank Examiner,
Oakland, California.

~~Organization~~ Can you meet Committee on arrival and assist in arranging details hearing in Judge Van Fleet's Court Room February second? Please see Assistant Treasurer McGee and cooperate with him. Also see President Clearing House Association and Chamber Commerce and procure lists those desiring to be heard, and submit same to committee on arrival.

Secretary
Reserve Bank Organization Committee.

OFFICIAL BUSINESS.
GOVERNMENT RATES. OFFICIAL.
CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR

2—6827 The appropriation from which payable must be stated on above line. DEPARTMENTAL STOCK FORM 2126.

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Form 298

WESTERN UNION

1534

NIGHT TELEGRAM

THEO. N. VAIL, PRESIDENT

RECEIVED AT

B64CH WI 34 NITE GOVT

OAKLAND CALIF JAN 29 1914

MCELLIOTT

SECY RESERVE BANK ORGANIZATION COMMITTEE WASHN DC

YES I WILL MEET COMMITTEE ON ARRIVAL AND ASSIST IN

CONSULTING WITH PARTIES MENTIONED NOW COMMAND ME ANY TIME

GLAUD GATCH NATIONALBANK EXAMINER

222PM

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OAKLAND COMMERCIAL CLUB

HOTEL OAKLAND

OAKLAND, CALIFORNIA

HARMON BELL, PRESIDENT
M.J. LAYMANCE, VICE PRESIDENT
A.S. LAVENSON, VICE PRESIDENT
CHAS. J. HEESEMAN, TREASURER
JOSEPH E. CAINE, SECRETARY AND MANAGER
GILBERT C. FARLEY, ASS'T. SECRETARY

January 31st, 1914.

Mr, E. W. Wilson, Manager,
International Banking Corporation,
Mills Building,
San Francisco, Calif.

Dear Sir:

In response to your request for some reasons why Salt Lake City and the inter-mountain country should be included within the zone of a regional bank to be established as San Francisco; I beg to submit the following:

Since the earliest days San Francisco has been a reserve center for the banks of the entire inter-mountain district. Most of them have carried heavy reserves in your city at all times. A study of bank balances carried by the banks of the inter-mountain region would show New York first in amount, Chicago second or third, San Francisco second in some cases and third in most of the others.

Conditions in very early days justified the establishment of a branch bank at Salt Lake City by the old Wells-Fargo Bank of San Francisco. There have been some changes in trade conditions since then, but with the opening of the Panama Canal, the pendulum will swing back again.

It is self-evident that with cheap water rates, from Europe and the Atlantic seaboard to the Pacific Coast, the entire inter-mountain region will turn to San Francisco Bay as the natural jobbing center.

The relations of Central California with the inter-mountain west have always been most cordial and the new conditions brought about by the opening of the canal will tend tobring these districts closer together in all their business relations.

Some weeks ago, I sent telegrams to the national banks

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of Salt Lake City and Ogden asking for an expression of preference and I am pleased to hand you the replies herewith.

You will note that while some of these express a hope for the establishment of a regional bank in Salt Lake City, they all express a preference for San Francisco as against any other city.

My own experience in banking in Salt Lake City and a large acquaintance throughout the inter-mountain west leads me to the conclusion that all the district included in the states of Utah, Nevada, Southern Idaho and Western Wyoming, should be included in the San Francisco zone.

Very sincerely yours,

Joseph E. Caine

Managing Director.

JEC/B.

ENC/9.

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Reserve Cities

First Nat Bank
Porterville, Cal.

Prefer San Francisco for
Federal Reserve City.

See letter re Nat Bank file

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MONTFORT K. CROWELL, SECOND VICE-PRES.
H. W. CONGER, SECRETARY
F. L. HOLLAND, ASSISTANT SECRETARY
E. A. BROWN, MANAGER

EXECUTIVE COMMITTEE
JAS. M. HENDERSON, JR. . . . SACRAMENTO BANK
E. A. BROWN . . . CALIFORNIA NATIONAL BANK
F. H. PIERCE . . NATIONAL BANK OF D. O. MILLS & CO.
J. E. HUNTOON . . . . PEOPLES SAVINGS BANK
M. K. CROWELL FARMERS AND MECHANICS SAVINGS BANK

MEMBERS
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2. CAPITAL NATIONAL BANK
3. FARMERS AND MECHANICS SAVINGS BANK
4. FORT SUTTER NATIONAL BANK
5. NATIONAL BANK OF D. O. MILLS & CO.
6. PEOPLES SAVINGS BANK
7. SACRAMENTO BANK
8. SACRAMENTO VALLEY BANK & TRUST CO.

The Sacramento Clearing House

ORGANIZED OCTOBER 9, 1907

Submitted at San Francisco

SACRAMENTO, CAL. January 31st, 1914.

Hon. D.F. Houston,
Secretary of Agriculture
Hon. W.G. McAdoo,
Secretary of the Treasury,
Composing the Reserve Bank Organization Committee:

Sirs:

The Sacramento Clearing House presents herewith the following data and figures for the record, which will give you an idea of the financial, agricultural, and horticultural interests of this part of the state and will help to emphasize the need of having the Reserve Bank in San Francisco.

Sacramento is the capital of the state of California situated ninety miles from San Francisco on the Sacramento River, which is navigable the year around. It has two transcontinental railroads, the Southern Pacific and Western Pacific, and a number of interurban lines and feeders for the above mentioned trunk lines, which connect with all the important points to the north, east, south and west.

The total banking capital and surplus of the City of Sacramento amounts to $5,000,000.00; Undivided profits $854,000.00; Commercial deposits $17,000,000.00; Savings Deposits $17,000,000.00; Total bank resources $42,000,000.00. Four national banks, three commercial state banks and five savings banks.

The total bank clearings of Sacramento for the year 1913 were $108,268,688.39.

The average monthly total volume of business done by the banks of Sacramento is very nearly $45,000,000.00. The average volume of business

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per month sent to the following cities is as follows ---

San Francisco	$8,932,424.00
New York	718,000.00
Chicago	662,400.00
Seattle	300,000.00
Salt Lake City	177,000.00

The number of banks carrying accounts with banks in Sacramento situated in California, western Nevada and southern Oregon are 304; 114 national banks and 190 state banks. The number of banks in this territory as shown on the map contiguous to Sacramento are 150. The banks during the crop moving season, which is from February to July in this district, have borrowed as high as $2,000,000.00. The total capital and surplus of these banks is $20,210,360.00 and the total deposits $91,260,000.00.

The State departments transact a large volume of business in this city and it necessitates a great number of banks throughout the State carrying accounts in this city. The total volume of business with the State Treasurer's office during the year 1913 is as follows --

Receipts	$24,655,249.80
Disbursements	25,539,492.44

The above includes $4,000,000.00 received from bond sale.

Sacramento is the distributing center for norther and central California and Western Nevada and has ten million acres of fertile valley and foothill soil. It is the center of the deciduous fruit growing district. Over 75% of the deciduous fruit of the entire state is produced within a radius of fifty miles of this city. There were 15,000 cars of fruit shipped this last season at a value of $18,000,000.00. During the month of July,1913, there were 30,377 cars of freight shipped in and out of this city; during the month of December,1913, there were 25,624 cars shipped in and out of this city.

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There has been spend in the last few years nearly a billion dollars in improvements in this vicinity, such as reclamation projects, railroads, etc.

Sacramento is a jobbing center doing between thirty and forty millions of business annually. The Sacramento River stands fourth among the rivers of the United States for tonnage carried.

Attached hereto are pamphlets giving the statistical information regarding some of the matters which have been mentioned above and giving same in fuller detail. In addition thereto the various crops and industries of this section are mentioned.

Respectfully submitted,

Alden Anderson

SPECIAL COMMITTEE

SECRETARY OF COMMITTEE

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The Sacramento Clearing House

ORGANIZED OCTOBER 9, 1907

SACRAMENTO, CAL. February 6th,1914.

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Hon. W. G. McAdoo,
Secretary of the Treasury,
Hon. John S. Williams,
Comptroller of the Currency,
Composing the Reserve Bank Organization Committee,
Washington, D. C.

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The average monthly total volume of business done by the banks

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Sacramento is a jobbing center doing between thirty and forty millions of business annually. The Sacramento River stands fourth among the rivers of the United States for tonnage carried.

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Respectfully submitted,

EAB:EAM

Manager

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Sights Around Sacramento for the Tourist

THE tourist could make no better selection for a starting point to see California than Sacramento. With splendid roads leading in every direction as well as both steam and electric railways, one could not take any route but that it would soon carry him through beautiful scenes of lasting impression.

To the north of Sacramento, along the lines of the Southern Pacific, the Western Pacific or the Northern Electric, one is carried through a vast undulating plain studded throughout its entire expanse with groups of graceful live oaks, among which are scattered friendly clusters of farm homes of orchardists, stockmen and dairymen. Immediately after crossing the American River the most northern limits of the city of Sacramento, the traveler is surprised and nonplused at the lack of settlement and improvement of a large section of land reaching for several miles northward. This is readily explained by the fact that up to within a few years ago this big area was under the ownership and control of one person who had operated for many years a great horse ranch, and whose proprietorship excluded all subdivision for small farm purposes. This large tract, however, was recently purchased by a syndicate for subdivision purposes with the result that in only a few years hence this section will be filled with prosperous homes surrounded by vineyards, orchards and poultry farms.

To the northeast, one soon leaves the confines of the Sacramento Valley and reaches the foothills of the Sierra Nevada mountains. Here one sees famous orchards of peaches, pears olives and prunes. Getting into the higher altitudes, he passes into the mining regions among beautiful forest clad mountains whose riches are yet only half known.

Scattered among the higher ranges are crystal clear lakes that feed tumbling mountain torrents potential with life-giving substance to vegetation in the foothills and valleys, besides unlimited possibilities for hydro-electric power.

To the east one is scarcely beyond the gates of the city before he realizes that he is in the midst of a land of plenty where nearly every known fruit, vegetable and field product indigneous to California is to be found. Near Mills Station on the Placerville branch of the Southern Pacific and on the splendid class A Placerville road, can be seen one of the most remarkable tokay vineyards in the State. The vines being if such extraordinary size and so unusually prolific that they are no longer called vines but are known locally as "grape trees."

A short distance further brings the traveler to the scenes of operation of the great gold dredgers, not far removed from the spot where gold was first discovered and where today stands a monument to the memory of Marshall, its first discoverer. Here immense plants erected much on the pattern of river dredgers with enormous steel buckets and swinging arms, dig their own channels through the land, turning up the rich gold bearing gravel and sand which in turn is carried through special processes for extracting the precious metal.

Along the shores of the American River traveling northward from the main highway the motorist passes through the orange, lemon and olive groves of Fairoaks; a community principally of Eastern settlers whose pride in the success of their pleasant new homes is an instrument of irrefutable testimony in behalf of that section.

Continuing the route of the Placerville Boulevard, through the thriving town of Placerville, one passes over a wonderful section of country that is rich in both mining and fruit growing. The apple and pear orchards of this region are a revelation as to what the Sacramento Valley foothills and lower mountains are doing in the way of horticulture. Beyond the town of Placerville one strikes the mountain highways that lead ultimately to the wonderfully picturesque regions of Lake Tahoe and Tallac. Those entrancing lakes that a great traveler says are more beautiful than the Lakes of Geneva or Comos. Here within a few hours by either rail or automobile from Sacramento the tourist may enjoy some of the most exquisite scenery to be found on the American continent. A trip from Sacramento to Lake Tahoe and return can be made in two days by automobile, or within twenty hours by rail.

Going south from Sacramento, either by Central California Traction Electric, Western Pacific, Southern Pacific or by the splendid graded roads, one passes through vineyards, orchards of plums, peaches, apricots, pears and cherries; gardens of berries of all kinds and other products of intense farming. A few miles south of Sacramento, on the Central California Traction Railroad may be seen the largest tokay grape vineyard in the world. Nearer the Sacramento River districts adjacent to the Sacramento Southern Railroad and in what is known as the Island districts of the Sacramento River, is to be found an area that produces more than sixty per cent of the choice asparagus grown in the United States; also the greatest Bartlett pear orchards and largest quantity of celery grown in California.

More minute descriptions of these lands and products are set forth in another article in this issue.

The Sacramento-Stockton boulevard connecting the two great valleys of Sacramento and San Joaquin is considered the highest example of road bulding art: and much in the way of attractive rural home life can be seen from that splendid highway.

To the westward from Sacramento, one emerges from the city, crossing the Sacramento River into what promises to soon become one of the richest truck producing sections of the State—the reclaimed river bottom lands of the Yolo Basin.

Along the river shore near Sacramento and within sight of the Capitol dome is the famous Reed pear orchard that in point of size and production equals any in the country. Further to the northeast along the line of the Sacramento Woodland Electric Railroad are vast sections devoted to growing hops, that commodity that is the last word in proof of the depth and fertility of the soil. In this locality may be found splendid orchards and gardens producing everything capable of being either packed or marketed fresh. Alfalfa is to be found at its best, which is another way of saying that it is also a great dairying and hog raising country.

In all localities here noted, much land is yet to be had at reasonable figures, where not only conditions of soil, climate and transportation should be considered great assets, but also the fact that electric power, telephone service, and splendid public roads are available in most every instance.

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Pertinent Facts Relative to California's Capital City

Population, 1912, 70,000; an increase of 120 per cent in eleven years.

On Sacramento River, largest navigable stream west of the Rocky Mountains and fourth largest carrying stream in the United States. City has a water frontage of more than four miles.

Natural distributing center of Central and Northern California including the Sacramento Valley with its twelve million acres of fertile valley and foothill soil and prosperous mines.

The transcontinental shipping point of California's early maturing citrus fruits and vegetables.

One of the largets railroad centers in the West. Having three transcontinental steam roads, four electric roads and several interurban steam and electric branches. One hundred and twenty passenger trains daily.

Center of greatest deciduous fruit districts in the world and ships 75 per cent of all the deciduous fruit grown in the entire State. Ships oranges four to six weeks earlier than Southern California.

Eight banks with a total deposit of $32,000,000. A home city with magnificently shaded level streets and beautiful luxuriant flower gardens in which all manner of blooms are to be found the year round.

One hundred miles of paved streets, 120 miles of cement sidewalks.

A school system unexcelled. A new High School building recently completed at cost of $250,000 has been found to be inadequate to meet the rapid growth of the city and a new and larger building will soon be erected. City Library of fifty thousand volumes. State Library and law libraries second to none in the country. The most extensive and most valuable art gallery on the Pacific Coast.

Five splendid new modern hotels completed within the past three years and a score of Class A office buildings.

Fifty churches embracing all denominations, faiths and creeds. One hundred benevolent societies, lodges and clubs.

Declared by the Board of Health to be the second healthiest city in the United States.

Postal receipts show an increase of 68 per cent in three years.

Has 125,000 acres of new virgin land touching its city limits now being reclaimed from overflow that will in a few months greatly increase producing properties to an already rapidly growing community.

Is the location of many large manufacturing interests. Including branches of some of the largest packing concerns in the East; also the general shops of the Southern Pacific and Western Pacific railroads that employ several thousand men. The Southern Pacific alone employing 5000 men with a payroll of $500,000 per month.

It has amusement parks, swimming baths, ostrich farm, golf courses, several first class theatre buildings and many other public institutions for the pleasure of its citizens.

Splendid suburban highways for riding, driving and motoring.

A river with shaded banks for boating and fishing.

An annual State Fair, the banner event of Northern and Central California. As many as 32,000 guests visiting the grounds in one day.

Sacramento has an abundance of cheap electrical power furnished by two of the largest hydro-electric systems in the world and an abundance of natural and artificial gas.

Sacramento constructed in 1912 $2,794,545 worth of new buildings.

Postal receipts for 1912, $306,283.92.

Places of Interest to Sacramento Visitors

CAPITOL PARK, L and N, 10th and 15th streets—Sacramento is blessed with pretty parks and playgrounds; first of importance is naturally the 34-acre Capitol Park in the heart of the city in which is located the Capitol building.

Aside from its artistic embellishments of pretty walks and terraced grounds, this park is one of more than ordinary interest to the lovers of nature, containing as it does plants, trees, flowers and shrubbery from nearly every country in the world. It has a grove in which are to be found growing a tree from every prominent battlefield of the Civil War. It is a park that is not only one of pride to all Californians, but to all Pacific Coast states, for there is no other like beauty spot in the country that demonstrates so well the equitable climatic conditions of the Pacific Coast.

FORT SUTTER, K and L, 26th and 28th streets—Named for Capt. John N. Sutter an early explorer who established the fort in 1839. From its walls the American flag was raised for the second time on the Pacific Coast. An interesting spot to lovers of historical lore. Here maye be seen relics of the early pioneer days including old stage coaches and prairie schooners. The fort was built as a protection against hostile Indians. Take M street or J street cars.

McKINLEY PARK, 31st, E and H. G street cars.—Distinctively a children's playground of forty acres. Splendidly shaded with large eucalyptus, elms and oaks. It has baseball grounds, several tennis courts, a club house, lake with boats, domesticated wild fowl, driveways and numerous kinds of swings and other apparatus for the pleasure of children.

SOUTHSIDE PARK, T, 6th and 8th streets. T or 2d and T cars—Containing about 32 acres. Large part of the area covered by an artistically improved natural lake. Many swan, ducks and other interesting water fowls. Has baseball grounds, tennis courts, and children's playgrounds. A delightfully fresh and attractive spot to seek recreation and within a few minutes ride from K street.

CITY PLAZA, I and J, 9th and 10th streets—In the business center of Sacramento. Containing large assortment of trees, including date palms, elms, walnuts and oaks. Location of Government Weather Bureau instruments; free to public inspection. Has commodious band stand for public concerts, drinking fountains and other improvisions for public comfort.

RECREATION PARK, Sacramento avenue, East avenue and Park avenue. All cars but G and 10th—General recreation ground, containing amusement concessions of various kinds, including skating rink, coaster cars, moving picture theatre, band concerts and refreshment stands.

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California's State Fair is Held in Sacramento.

OSTRICH FARM, 10th, 12th and W streets. Take cars on K street marked Ostrich Farm. A place of unusual interest to visitors from out of California. A collection of splendid birds, whose size and physical superiority speaks eloquently for Sacramento climate.

SWIMMING BATHS, on banks of the Sacramento River at the end of the 10th street car line, South of the city—A mineral water bath with supply secured from deep wells. Temperature of 80 degrees. Tanks very large and buildings well equipped. Take cars marked "Ostrich Farm and Baths" out 10th street.

WOMAN'S TUESDAY CLUB HOUSE, L and 28th streets. J or M street cars—Fronting on L street opposite Sutter's Fort. A beautiful structure of classic design, costing $30,000. The home of an organization of civic spirited women citizens of Sacramento; has an elegant assembly room of large dimensions in which are held musicals and recitals as well as the regular meetings of the above named organization.

CROCKER ART GALLERY, O and 3d streets. 3d street cars—The mecca of visitors who are appreciative of a really wonderful collection of master paintings. Said to be the most valuable and extensive collection of art gems in the West. The gift of Mrs. E. B. Crocker to the city The value of the collection exceeds $1,000,000

STATE CAPITOL BUILDING, in Capitol Park—Regarded by architectural experts throughout the United States as being one of the most durable as well as one of the handsomest buildings on the Pacific Coast. Total cost, including value of grounds, $6,000,000. Built of stone and masonry embodying both Greek and Roman conception in character of design. A splendid columned dome of imposing and dignified lines, surmounted by a graceful lantern and sphere, 237 feet from the ground level. Visitors are admitted to the lookout of the lantern upon request and from which point of vantage, may be seen the entire city as well as a large expanse of the Sacramento Valley up to and including the snow capped high Sierra mountain range on the East and the Coast range marking the extremity of the Valley on the West. World traveled visitors have unanimously agreed that the State Capitol building of California, taken together with its setting of evergreen palms, orange trees, redwoods, and intermingling of beautiful flowers and shrubs, forms one of the most picturesque combinations of structural elegance and floral grandeur to be found in any country.

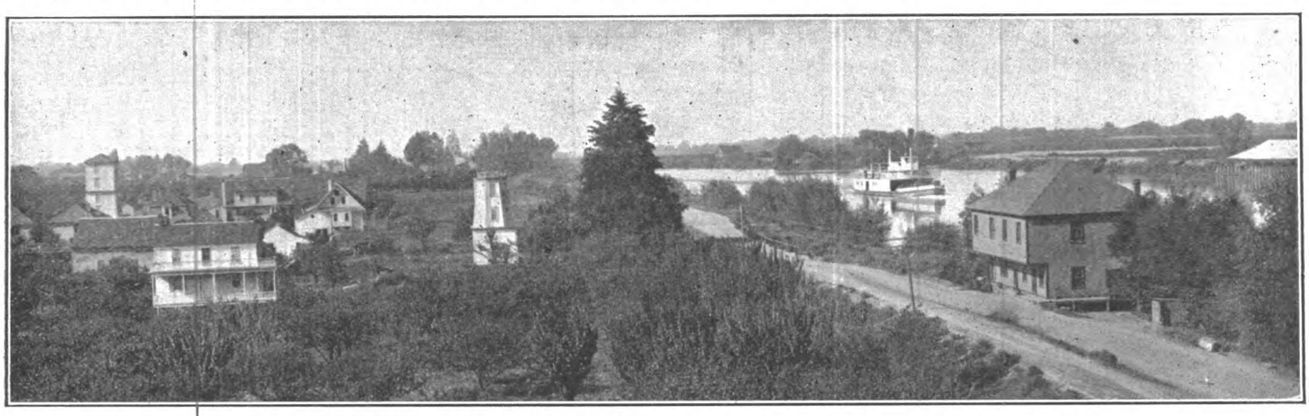
HIGH SCHOOL—Persons interested in public buildings have an unusually good opportunity presented to him in Sacramento for the study of modern ideas in connection with buildings constructed with a view of combining service and ornamentation. The Sacramento High School, of which considerable comment is to be found in a special article of this issue, offers something in the way of modern model school building. Its equipment and facilities for teaching many of the sciences, art and domestic economy as well as the usual High School curriculum, is as perfect as modern usages and money could make it.

CITY HALL, I, 9th and 10th streets, opposite City Plaza—A new structure completed within the last few months, admirably located and built according to the claims of many of our best citizens, from cellar to garret without a dollar of graft. It is an imposing structure, planned for convenience and will for a long while prove ample and suitable headquarters for our city government.

COUNTY COURT HOUSE, I, 6th and 7th streets. G street cars—New structure just being completed at cost of $750,000 exclusive of furnishings. Built upon the site of former building which was at one time State Capitol building.

Y. M. C. A. BUILDING, J and 5th streets—New building in course of finishing, at cost of $200,000 raised by public subscription.

STATE NATIONAL GUARDS' ARMORY, 12th and W streets—New building, largest assembly hall in the city constructed.



21,000 Carlods of Fruit Are Assembled Annually in Sacramento, Coming From Towns Like This.

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The Public Schools of Sacramento

By HERBERT O. WILLIAMS, *Principal Sacramento High School*

FROM almost earliest times in our history as a Nation, a right to an education has been regarded as the birth-right of every American child. That our children should "know the truth"—the truth about history, about government, about nature—and that this truth should "make them free" from the evils that have been for centuries the result of ignorance and the corresponding oppression, was and still is the greatest fundamental idea underlying our American civilization.

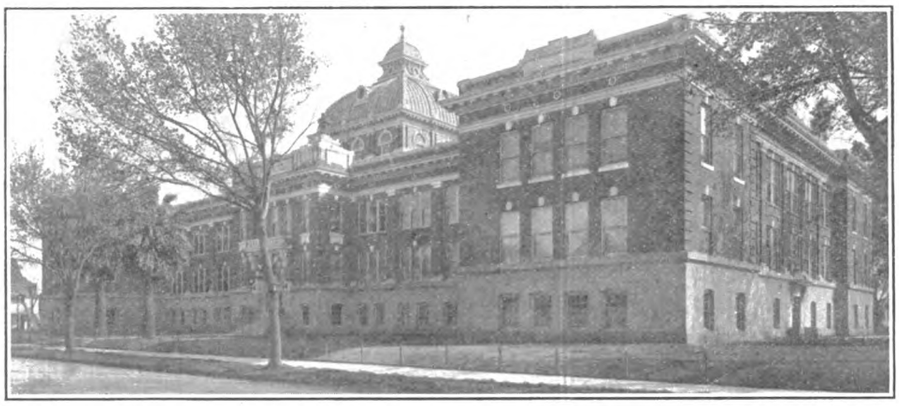
As a result of this there are to-day almost a round billion of dollars invested in public schools in the United States, with an annual outlay of some four hundred millions of dollars to keep them going. And the end is not yet. "More and better schools" is the constant cry. "Greater efficiency." We are realizing that with all this great investment and expense we are not reaching all the children of all the people by a long way; that we have been running our schools to fit the needs of the minority; that they can be made to pay a greater return in efficient manhood and womanhood than they have been doing.

In common with the rest of California we of Sacramento are in line for improved schools, and a statement of school conditions as they now are would not be fair unless there were coupled with it an account of what we are proposing to do in the immediate future.

For no other purpose will the people of a California community tax themselves more readily than they will for the children's school. The people of the Capital City are no exception, as was shown in June, 1911, when, by a handsome majority, they voted the large sum of $800,000 in bonds for the improvement of our schools. It is easy for a new town, building schools for the first time, to erect them on modern lines. But Sacramento is one of the old cities of the Golden State. Her school buildings, many of them, were built years and years ago, and while they were sufficient for the period for which they were built, because they represented the best that was then known, they are to-day behind the educational times, while the phenomenally rapid growth of our city has meant that even the newest of them are over-crowded.

Even our new high school, which was entered for the first time five years ago, and which, when built, was considered too large to be filled for a generation at least, is to-day lamentably overcrowded. Five years ago the enrollment was 600. This year it will pass the 1300 mark. Built to accommodate some 800 pupils comfortably, it is now difficult to find room within its walls for the hundreds of boys and girls who wish to avail themselves of what it has to offer.

Plans have been adopted and the contracts will soon be let for the erection of a large addition to the school. This addition will have some 25,000 square feet of surface and will house the departments of manual-training, domestic art and science, drawing, and girls' hygiene. It will cost about $75,000.



Sacramento's New High School Was Out Grown in Five Years.

There are altogether in Sacramento twenty-four school buildings, 285 teachers, and an enrollment of 9,000 pupils.

Our schools are of four kinds. We have the kindergarten, the primary, the grammar and the high school. By making a division between the fifth and sixth grades we send the smaller children to the primary schools, of which we have the greater number. A primary school and a kindergarten are found in close proximity to every home. The grammar schools are fewer in number, and larger in size. There is one central high school which draws from all parts of the city.

However, considering the rapid growth of our city, and the different conditions that arise as the older residential portions become more crowded, the Board of Education is planning that the new buildings that are to be erected shall accommodate all the elementary grades. At the present writing the Board is ready with the specifications for a large fire-proof structure, of twenty rooms, to be erected in the southwest part of the city. It is expected that this will be but the first of several structures to be placed in different parts of the city. Thus the Board is building, not for to-day or to-morrow, but for the future.

Furthermore, at a very recent meeting of the Board of Education a resolution was adopted looking forward to the calling of a second bond election for one million, one hundred thousand dollars for more schools. Part of this will go for the starting of a second high school on an eleven acre plot of land in the eastern part of the city, recently purchased for

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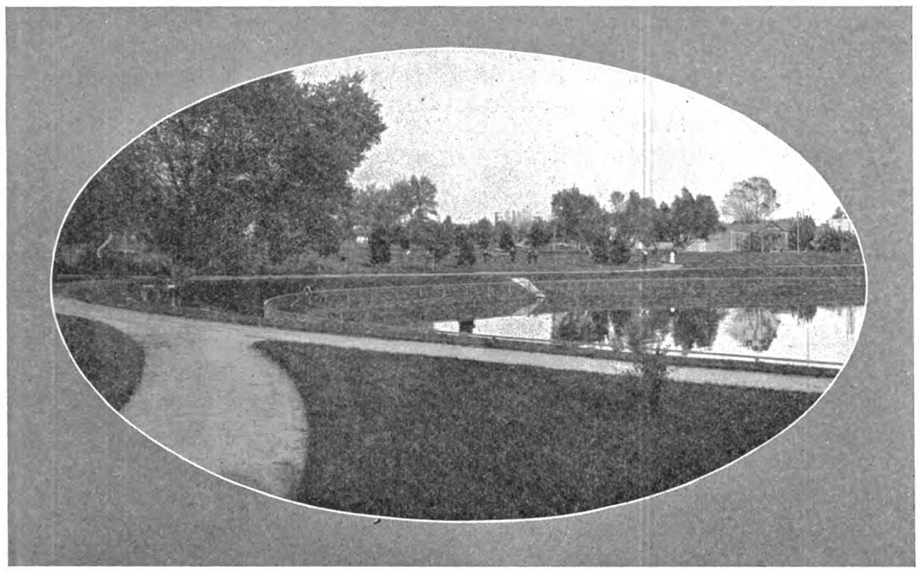
that purpose. This high school will be on the so-called "group plan" which is so successful elsewhere.

We said above that there is an awakening sense of a great need in our school system to answer the requirements of the majority rather than the minority of those who attend. This is showing itself in the almost universal establishment of courses in manual and domestic arts in our public schools. The skillful hand and eye are just as necessary in our civilization as the skillful tongue or facile pen; and a girl who knows how to make a comfortable home through a command of the domestic arts is a far more valuable member of society than one who prefers to neglect the homely duties to prepare some more or less erudite paper on the poetry of Browning or the philosophy of Maeterlinck for the afternoon's woman's club. We are not undervaluing the good that the woman's clubs have done; we are simply trying to correctly evaluate the good that a comfortable home with simple habits, well-prepared food and economical management may mean to any community. (And these are the things girls are taught in the courses of Domestic Art and Science.)

We have one large three-story building in Sacramento that is devoted almost entirely to such courses as we have mentioned for pupils of the grammar grades. But this will not accommodate all, and so we have branch establishments in several of the other buildings.

There are two other schools conducted as parts of our educational system that are, I believe, unique. That is, unique as being parts of a city school system. One of these is a school for deaf mutes. Pupils are taught to read the lips and to speak. As a mark of how successfully this is done a girl who was graduated from the school is now attending our high school and doing well. In fact, it would be almost impossible to single her out from her more favored sisters. The other school referred to is the orphanage. There is, on the outskirts of our city, a home for the homeless waifs, and the school there, which only they attend, is conducted as a part of our city school system.

In the spring of 1912 Sacramento joined the ranks of the commission governed cities of the United States. The charter which was adopted at that time has certain features touching the relation of the schools to the city government that are unique, even in commission government, which itself is still new enough to be regarded as a unique political movement. The Commission is ex-officio the Board of Education. The Commissioner of Education is President of the Board of Education. He has charge also of the public parks, playgrounds and library, and has the right to exercise censorship over the theatres and other places of public entertainment in the city. The advantage that may accrue from this arrangement are palpable and valuable. The value of public playgrounds for children as a preventive of juvenile delinquency and crime are being recognized all over the country, while their value in promoting health is indisputable. Who so competent to see that they perform their function as the official who has direct oversight of all the children of the city through the schools? So also the direct responsibility of the city library to the department of education must result in supervision of children's reading. The borrowing of large lots of books by the schools and their distribution among the children at school is one of the arrangements that suggest itself, and one that is in practice in Sacramento.



The Playground Movement is Well Advanced in the Capital City.

It may be that this article will be read by some one who is interested in Sacramento as a posisble home. If so, we hope we have shown that educationally we are trying to keep abreast of the times. The schools of any community are often the deciding factor that brings or keeps away prospective residents. You will find Sacramento progressive in this respect as in every other. The next few years will mark the expenditure of over a million of dollars in the improvement of her schools alone. And this expenditure will be managed by a Board of Education that is alive to the demands of modern educational ideals.

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THE GREAT WEST
PUBLISHED MONTHLY

VALRIE OKEY.....Owner and Publisher
Publication Office, 1007 7th st., Sacramento, Cal.

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APRIL AND MAY, 1913

Statement of Ownership and Management of

THE GREAT WEST

PUBLISHED MONTHLY AT SACRAMENTO, CALIFORNIA, BY THE ACT OF AUGUST 24, 1912.

Name of Owner and Publisher, Valrie Okey, Sacramento, Cal. Editor and Manager, George Okey, Sacrmento, Cal.
Known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities, None.
(Notation: No bonds or mortgages outstanding. Above obligations secured by notes.) None.
Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date of this statement. (This information is required from daily newspapers only.)
(Signed.) VALRIE OKEY,
Sworn to and subscribed before me this 7th day of October, 1913.
(Seal.) E. L. RICHTER,
Notary Public in and for the County of Sacramento, State of California. My Commission expires December 28, 1915.

Sacramento's Opportunity

Sacramento enjoys advantages of location, climate and surroundings that render this an ideal spot for the building of a great metropolis. This city should have the industries made possible by the power of the streams of nearby mountain ranges. It should be the point of manufacture for the products of the mines, the forests and the soil of the great interior basin of California, as well as the center of distribution for the greater part of this State, all of Nevada and a portion of Oregon.

Aggressive and well directed activities can assemble here the principal industries growing out of the development of the contiguous territory and the bulk of the growing trade of a developing empire. A united effort by the people of this city to make the most of the splendid advantages of location and environment is the need of the hour. Cities do not grow by chance. Business and industry, while disposed to seek centers of the greatest natural advantages, are frequently diverted by human effort to other points. The developing business of the great interior valley of California will be sought by other cities. The extent to which their efforts will succeed will depend upon the extent to which the people of Sacramento fail to make use of their own advantages.

Great industrial enterprises for handling the raw products of this territory will be the most striking development of the next decade. Sacramento should have, therefore, many industries. The great hydro-electric power lines should concentrate here all the energy of a thousand waterfalls; the products of the farm, the orchard, the vineyard, the forest and the mines should be assembled here for manufacture into finished articles of commerce. This is the logical place for these artivities. They can be secured by the right kind of effort. To unite in this effort is a first duty of Sacramento citizenship.

United action can only be attained through unity of thought and purpose. The city and county should reorganize into one municipality. Men of various callings should unite in the Chamber of Commerce for this work. It matters not what may be the differences in religion or politics, the rivalry in business, or personal animosities; all are interested alike in the growth of the city because all may share in the wealth that such growth must create.

Given a united and vigorous action, given a representative body in which all citizens join and a willingness on the part of all to follow the lead of the majority; given a financial support worthy of the objects sought, and the city of Sacramento will reap the summit of benefit from the development of its unrivalled empire.

Fish and Game.

The resources of California—especially of Central and Northern California—would not be complete without a few words on the immense fish and game interests of the State. California, although a new and young State, has devoted much attention and expended large sums of money in preserving the native game and fish of California and in introducing new species of both.

The low lands contiguous to the Sacramento and San Joaquin Rivers in Sacramento and adjoining counties with their almost limitless area of tules and marsh lands are particularly favorable to the breeding of wild fowls and fish, and in Sacramento, San Joaquin, Yolo, Solano and Sutter counties alone are thousands of acres of overflow land the larger part of the year, filled with a rank growth of tule, marsh grass, weeds, etc., untraversed by man and by nature, isolated and protected from the natural enemies of the wild fowl and fish. It forms the most ideal spot for natural propagation of game, and the adjoining waters bear each summer a bountiful crop of wild seeds, roots and grasses, whose seed furnishes a luxuriant crop of the choicest food for the wild fowl and fish.

Sacramento City is admirably located for all who love outdoor sports. The mountains in which may be found all manner of big game and numberless streams teeming with trout can be reached within two or three hours.

No better black bass, striped bass fishing in the State can be found than that almost within the city limits of Sacramento on the Sacramento River.

Quail can be found in plenty within an hour's ride of the city, and ducks and geese are numerous in this vicinity throughout the hunting season.

A Delightful River Trip

There is no more delightful journey than that afforded by the river steamers that ply between Sacramento and San Francisco. They are splendid boats and from their decks one looks over the most productive region for its area and population that the world knows. Every bend of the stream brings into view new vistas of orchard and vineyard and garden. Every mile is marked by stately mansions and cosy cottages surrounded by comfortable shade trees, among which are the orange, the lemon, the olive and the fig. The trip is a continual revelation of the exhuberant fertility of the delta lands and the productive possibilities of California climate.

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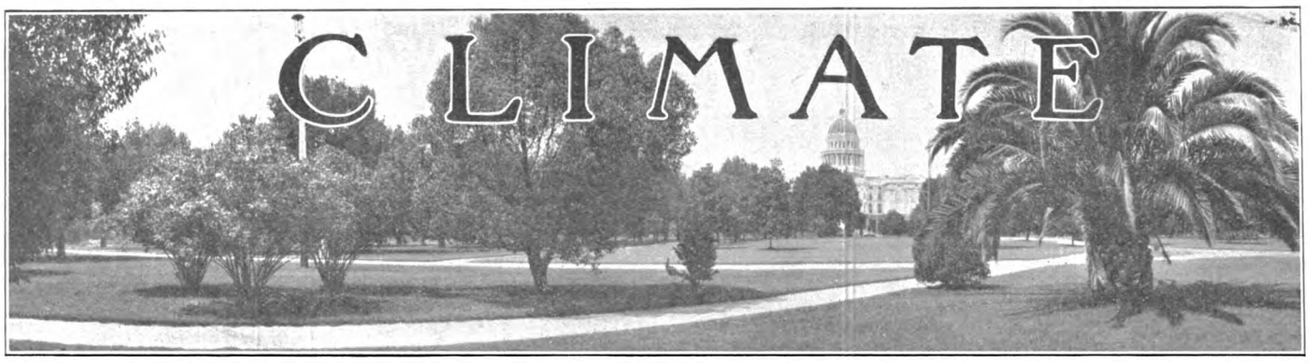

By N. R. Taylor, Local Forecaster U. S. Weather Bureau.

CLIMATE, more than any other sectional fact, possibly creates the most powerful impression and strongest association, and, from the economic view point it is the most important factor in the general welfare of the human family.

When reference is made to a country or locality that possesses marked weather characteristics, whether resulting from its astronomical bearings or from peculiar topographical surroundings, we are apt to remember those characteristics, and that country or locality will become widely and favorably known on account of its climate to the exclusion of all other attractions of which it also may possess. Thus the City of Sacramento and the broad valley that surrounds it, and, indeed, many other sections in this and other countries, have become widely known as possessing a high percentage of pleasant weather conditions when compared with the sum total of all the atmospheric phenomena that are included in the varied scheme of the world's climate.

In considering the many factors that determine the climate of a place, especially with respect to its temperature, that of latitude is naturally the most important. Yet, in the case of the Sacramento Valley, which occupies a section of country the extreme length of which, from north to south, is over 200 miles, and which comprises more than 3,000,000 acres of level land, we find a climate altogether anomalous, not only with respect to thermal conditions, but strangely at variance with the meteorological conditions that obtain at all other places that lie within the parallels that embrace it.

If we were to follow the line of latitude which marks the southern boundary of the Sacramento Valley, beginning on the Atlantic Coast at a point near the Capes of Virginia, we would not traverse a single section of country, until the Sierras were crossed, that was not subject to all the rigors of winter, and where temperatures ranging from zero to fifteen degrees below zero were common. Were we to go further up the Atlantic Coast and pursue our westward journey from a point as far north as New York City, we should be obliged to cross the Sacramento Valley in order to reach the Pacific, although our northern route would have led us through States that are subject to the blasts of every cold wave that sweep eastward from the far Northwest, and where temperatures as low as 40 degrees below zero often occur. Thus it is shown that the climate of this great valley is controlled exclusively by its local topography, and if we consider the Sacramento Valley with that of the San Joaquin they contain the greatest area of country on earth so governed.

The high Sierra that bound the Sacramento on the east not only form an impenetrable barrier that protects it from the cold continental winds of winter but store during the colder months quantities of snow that the moisture thus conserved may feed the innumerable streams that supply water for irrigation during its practically rainless summer.

The Coast Range, that marks its western boundary, is sufficiently elevated to dissipate most of the ocean fogs so prevalent along the immediate coast, but yet admit the cool ocean breezes. The country about Sacramento City is the most favorably situated of all the valley as it comes under the influence of the Pacific Trades that blow inland through the Golden Gate and are drawn into the valley through the break in the Coast Range. These winds, after entering the valley are deflected by the high Sierra that lie in their path and blow a considerable distance up the valley from a southerly quarter. They freshen during the late afternons and evenings of the summer months and are the source of the cool nights that follow even the hottest days, and are indeed one of the most delightful features of the summer climate of the lower Sacramento Valley, being especially refreshing for a distance of 20 or 30 miles above Sacramento.

The mountains that define the northern limits of the valley, while they prevent the entrance of the winter anti-cyclones with their attendant low temperatures, also bar the approach of the summer rains that are associated with those cyclonic disturbances that periodically drift into the northwestern part of the United States from British Columbia. The fact that none but the most intense of these summer storms ever pass the uplifts formed by the conjunction of the Sierra Nevada and the Coast Range accounts largely for the prevailing dry summers.

To the south the Sacramento Valley merges into that of the San Joaquin, the combined valleys forming not only one of the most striking physical features of the known world, but unique in their perfect drainage and wide range of agricultural products.

During the winter months, when atmospheric disturbances become more active and intense, periods of relatively cool weather often occur, and temperatures of freezing are not uncommon. But the winters, as a whole, are short and altogether pleasant, and the periods of freezing, when such temperatures do occur, are short. The rainfall during the winter months is frequent and well distributed, but rarely excessive.

While the year has been aptly divided into two seasons, the dry and the wet, it must not be supposed that the "dry" season is absolutely rainless or that rain falls continuously during the "wet" season. While rain may be expected at intervals from the middle of September to the last of May, and is fairly copious during the four months ending with March, there are

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many cloudless days during this season. Comparing the amount of precipitation for the Sacramento "wet" season with that which occurs over all sections of the 95th meridian, where wet and dry seasons are not recognized, it is found that the Sacramento Valley receives the least. July and August are really the only months which may be properly designated as rainless, for showers are not uncommon during May and June.

Following are the average climatic conditions in the City of Sacramento during the past 36 years; Average temperature, 60 degrees; average of the winter, spring, summer and fall months, 47, 59, 72, and 62 degrees, respectively. The highest temperature ever recorded in Sacramento since 1849 was 110, and the lowest, 19 degrees. These extremes of temperatures may never be repeated in Sacramento and represent the occurrence of abnormal conditions.

The average rainfall during the past 62 years is 20 inches; the average from December to May, inclusive, is 16.35 inches and the average from June to November, inclusive, is 3.74 inches. Records show that the greatest annual amounts of rainfall occur in the upper valley and decrease southward; that the decrease continues and becomes marked if the San Joaquin Valley is also considered. For instance, the annual amounts at Redding, Red Bluff and Sacramento are 31.11, 25.40 and 20.09 inches, respectively. Continuing south it is found that Stockton has 15.54, Fresno 10.31, and Bakersfield, near the southern limits of the San Joaquin Valley, only 4.76 inches.

During the meteorlogical history of the City of Sacramento, which comprises a period of nearly sixty-two years, there are records of several miniature snowstorms, but, wth a few exceptions, not enough snow fell to whiten the ground, and in no case did it remain on the ground longer than a few minutes.

Frosts—The earliest date on which killing frost has occurred in autumn was on October 27, 1870, and the latest in spring was on April 26, 1898. The average dates, however, on which the first killing frosts have occurred in autumn, and the last in spring are November 15 and February 16, respectively.

Weather—During the period from July 1, 1877 to December 31, 1911, there have been an annual average of 230 clear, 79 partly cloudy, and 56 cloudy days. During this period there has been an annual average of 53 rainy days, or days during which .01 inch or more of rain has fallen. The average number of days during which dense fog has lasted an hour or more is 18, and the average number of thunderstorms, 3.

Winds—The prevailing direction is south, with an average hourly velocity of about 8 miles.

Humidity and Evaporation—The average percentage of relative humidity, that is to say, the percentage of the whole possible amount of water vapor which is present at any particular temperature is 66. This figure has been determined from the average of observations taken at 5 o'clock, morning and evening, but as the percentage of humidity in the air is greater at the first named hour than during any other part of the day, it does not represent the true percentage, especially with respect to the dryness of the air during the summer months. Temperatures of 90 degrees and above are always attended by a low percentage of humidity, and during periods of extremely warm weather the dry air, with its great evaporating capacity, prevents that feeling of lassitude and depression so common in places where temperature and humidity are both high. As a result of these conditions heat prostrations and sunstrokes are unknown, and persons in Sacramento and its vicinity are practically oblivious to the heat of summer.

While more could be said of the nearly ideal weather conditions that prevail in the City of Sacramento and its wonderful surrounding country, the figures that have been quoted herein tell a story much more comprehensive than mere words of praise.

U. S. TEMPERTURE DATA.

At Sacramento, Cal., for a Period of 35 Years.

December	47	69	24	0	2
January	46	72	19	0	4
February	50	76	21	0	1
Winter Mean	47	--	--	0	7
March	54	80	29	0	0
April	58	89	35	0	0
May	64	98	39	1	0
Spring Mean	59	--	--	1	0
June	70	106	44	5	0
July	74	110	47	12	0
August	73	108	48	13	0
Summer Mean	72	--	--	30	0
September	70	106	44	7	0
October	62	98	36	1	0
November	54	81	27	0	1
Fall Mean	62	--	--	8	1
Anual Mean	60	--	--	39	8

Other mean annual temperatures: Los Angeles, 63.1; San Diego, 60.7; Riverside, 64.2; Sran Francisco, 55.2.

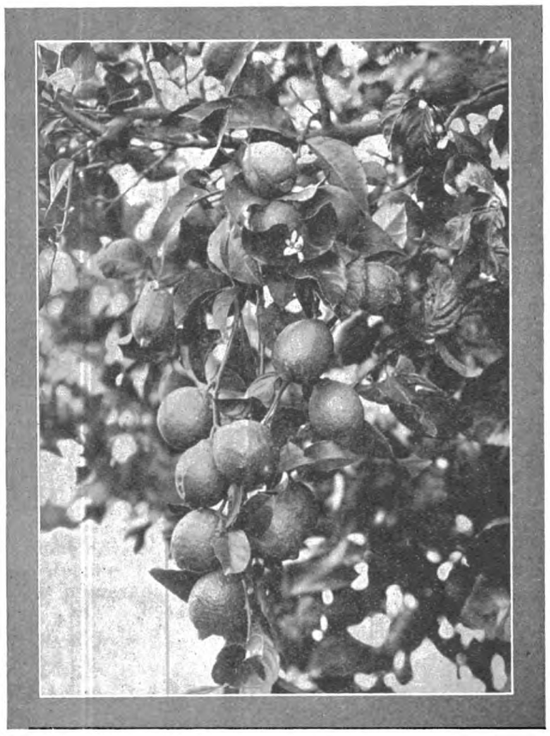
Highest temperature ever recorded—110 degrees, July 8, 1905.

Lowest temperature ever recorded—19 degrees, January 15, 1888.

Average humidity is low, being only about 69 per cent.

The sunstroke or depression from heat unknown.

Nights always cool.



Lemons Mature Early in Sacramento County.

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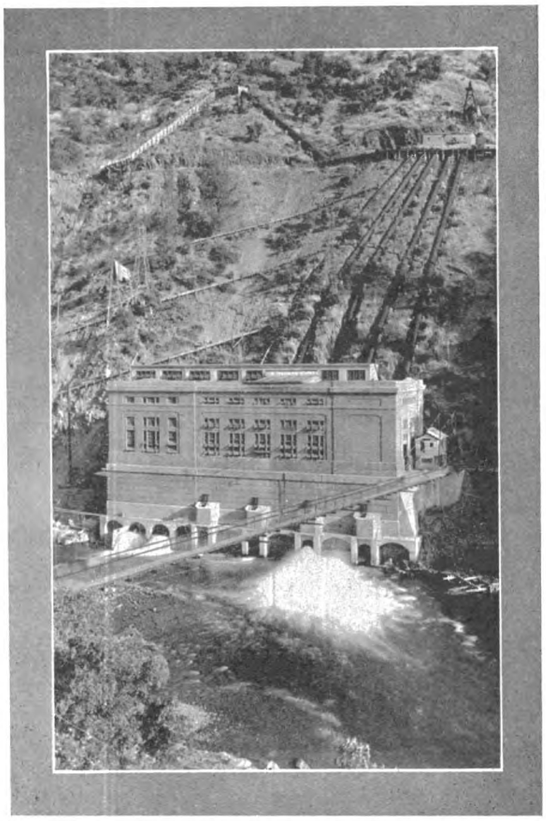
Cheap Electric Power for the Sacramento Valley

IF the reader will look at a topographical map of California he will see, laying midway through the State, a vast level area framed at either side and at both ends by lofty mountain ranges. More than two hundred miles of the northern half of this is the Sacramento Valley, and in which almost centrally located is the City of Sacramento. By examining the undulaitons of such a map, he will observe that from the crest of those mountain ranges, many of which are blanketed with perpetual snow, that a great system of lakes and rivers leading from the snow fields down to the foothills are indented through the slopes with an almost regular precision. Many of the smaller streams, joining their individual volumes as they near the foothills, which magnified courses in turn join others of greater volume, and at last all form, through confluence, one mighty stream, the Sacramento River—the great central artery that reaches from its principle source in the Mount Shasta regions, in the north, to most southern extremity of the Sacramento Valley and ultimately into San Francisco Bay. In most of the streams it will be noted that they flow through deep gorges with here and there a broadening of the channel's bed, forming basins where the precipitation of the streams is less acute. These are the natural half built reservoirs provided by Providence that needs only the slight touch of the hand of man to complete into great storage basins. By using such examples as the wonderful feats accomplished by some of the great hydro-electric power companies, we can readily see the emensity of the future possibilities awaiting all Sacramento Valley in the harnessing of the gravitation and the conservation of the waters of those hundreds of streams. Unlimited cheap electric power for manufacturing, abundance of water for irrigating from a never failing source. At the present time there are comparatively few places within the Sacramento Valley that are not already supplied with electric power, and it is only now of a very few years before the entire valley will have a completed system of power lines reaching every community.

Sacramento is now operating many manufacturing plants by energy developed many miles away. Its future as a great manufacturing center is assured, not only by the choice of location, but through the certainty of possessing at all times unlimited electric power. This fact becomes more potent when one considers that the vast production of raw material developed by irrigating systems are the twin enterprises of the same conservation projects that go hand in hand with the development of hydro-electric power.



Largest Transmission Electric Line in the World

SPECIAL numbers of The Great West Magazine, commencing with the January number of this magazine, are being devoted to descriptive articles of the Great Sacramento Valley, and the opportunities it affords to those who would find farm homes in the Sacramento Valley. The issues contain true stories of a great plain where irrigation is transforming a wheat country into a land of alfalfa, vegetables and fruit; a story of the most fertile lands in the world, blessed with California sunshine, and capable of growing bumper crops of every product known to America. It should have a place in every eastern home. Send a year's subcsription to your friends. It costs $1.00 a year. DO IT NOW.

The Great West Magazine works under the endorsement and direction of city and county officials and local promotion bodies of a public character which have no private interest to subserve. The Great West does not publish advertisements of real estate companies.

THE GREAT WEST MAGAZINE
SACRAMENTO, CALIFORNIA

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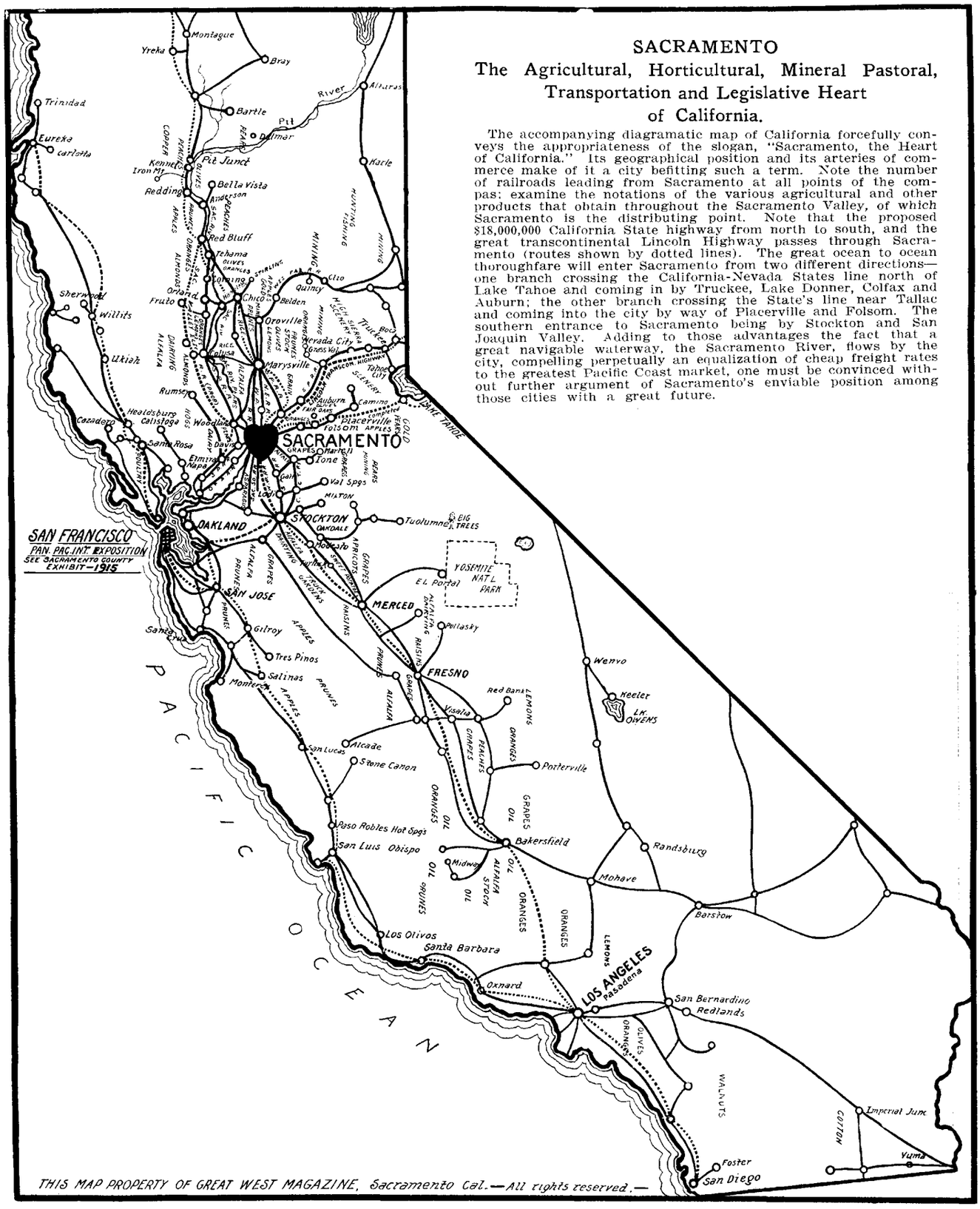

SACRAMENTO

The Agricultural, Horticultural, Mineral Pastoral, Transportation and Legislative Heart of California.

The accompanying diagramatic map of California forcefully conveys the appropriateness of the slogan, "Sacramento, the Heart of California." Its geographical position and its arteries of commerce make of it a city befitting such a term. Note the number of railroads leading from Sacramento at all points of the compas; examine the notations of the various agricultural and other products that obtain throughout the Sacramento Valley, of which Sacramento is the distributing point. Note that the proposed $18,000,000 California State highway from north to south, and the great transcontinental Lincoln Highway passes through Sacramento (routes shown by dotted lines). The great ocean to ocean thoroughfare will enter Sacramento from two different directions—one branch crossing the California-Nevada States line north of Lake Tahoe and coming in by Truckee, Lake Donner, Colfax and Auburn; the other branch crossing the State's line near Tallac and coming into the city by way of Placerville and Folsom. The southern entrance to Sacramento being by Stockton and San Joaquin Valley. Adding to those advantages the fact that a great navigable waterway, the Sacramento River, flows by the city, compelling perpetually an equalization of cheap freight rates to the greatest Pacific Coast market, one must be convinced without further argument of Sacramento's enviable position among those cities with a great future.

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LIME	PLASTER
CEMENT	DOORS
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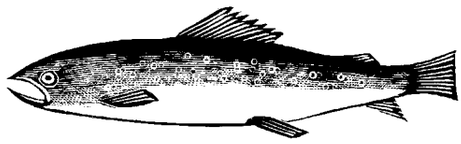
Phone Capital 18



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OUR credit system is the most liberal we could devise. A small deposit puts the goods in your house. The balance in easy monthly payments arranged to suit customer's circumstances, and

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All kinds of Pure High Grade case-packed Cakes, Biscuits and Candies

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and other well known dainties

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Glassware	*Stoves, Ranges*
Silverware	*Paints, Oils*
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SACRAMENTO, CAL.

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Central California Traction Co.

Leave Sacramento	DAILY FOR	Arrive Sacramento
7:10 a. m.	SHELDON	7:55 a. m.
9:10 a. m.	HERALD	9:35 a. m.
10:15 a. m.	LODI	11:45 a. m.
12:15 p. m.	STOCKTON	1:55 p. m.
2:10 p. m.	AND WAY STATIONS	3:35 p. m.
4:10 p. m.		5:35 p. m.
6:20 p. m.		7:35 p. m.
9:00 p. m.		10:20 p. m.

Week-end excursions Saturday afternoons and Sundays between all points. Baggage carried on all trains.
Connections made with Santa Fe for points in San Joaquin Valley and with S. P. for Ione and Valley Springs branches.
Santa Fe tickets on sale.

W. P. NEVILLE, General Agent
Depot 1024 8th St., at K.

EFFECTIVE OCTOBER 20th, 1913

Electric Trains For Pittsburg, Bay Point, Concord, Walnut Creek, Oakland, San Francisco

LEAVE THIRD AND I STREETS DAILY

6.35 a. m. 11.10 a. m. 3.15 p. m. 7.00 p. m.
8.55 a. m. 1.05 p. m. 4.50 p. m.

3.15 p m. train carries a parlor, buffet and observation car

WEEK-END ROUND TRIP TICKETS SOLD TO ALL POINTS SATURDAYS AND SUNDAYS
Connections made at Bay Point with Southern Pacific and Santa Fe Trains

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The Feather River Canyon and the Royal Gorge

Through Trains Daily

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Standard and Tourist Sleeping Cars. Dining Cars. Union Depots

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J. C. HAVELY, Dist. Freight and Pass. Agt.
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AND

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Sacramento County

The Heart of California

WHERE Nature and Man work together, producing from soils of almost unbelievable richness, crops of almost unbelievable volume—where land, water, sunshine and energy mean certain profit and eventual wealth. Vast amounts of fruit, in trainload lots, leave Sacramento County for Eastern markets. Oranges in Sacramento County are ready for the market six weeks earlier than in Southern California. Successful hop culture demands deep fertile soil. Much good river bottom land available in Sacramento County. California leads in hop production in the United States.

In this land of bountiful forage and purest of water dairying is a highly successful business. Sussess in growing Bartlett Pears in Sacramento County is a revelation even in the great fruit State of California.

Modern third-rail electric railroads traverse Sacramento County furnishing keen rivalry to steam roads and furnish ready access to points in the Sacramento Valley, Stockton and Bay Cities.

Superior olives flourish. An industry that proves to be a bonanza when the trees reach maturity.

The level plains country of Sacramento County is a splendid producer of the great American table fowl.

Three hundred to five hundred dollars profit per acre on strawberries is a strong argument for truck raising.

Sacramento County boasts some of the finest public highways in America—Roadway connecting Sacramento and San Joaquin Valleys. There are ninety-two miles of Macadam roads in the County. It has modern buildings and fine bridges.

The world's supreme output of choice asparagus is grown in the delta lands of Sacramento County.

Alfalfa is one of the banner products of the bottom lands. Four to six cuttings annually. The largest Tokay grape vineyard in the world is in Sacramento County. Many other choice varieties grown.

Good schools and churches throughout the County contribute to the welfare of the people. Plenty of water for irrigation, plenty of electricity for power, a mild and equable climate, go to make up ideal farming conditions.

Sacramento County offers opportunities you cannot afford to overlook.

For any further information desired, address

Clerk of the Board of Supervisors
Sacramento, California

Sacramento County Products

Cherries	Alfalfa	Tomatoes
Pears	Hay	Celery
Peaches	Ramie	Livestock
Apricots	Oranges	Wines
Prunes	Pomelos	Brandies
Plums	Lemons	Beer
Apples	Olives	Canned Fruits
Grapes	Olive Oil	Canned Vegetables
Berries	Figs	Dried Fruits
Melons	Asparagus	Poultry
Nuts	Beans	Manufactured
Hops	Potatoes	Goods of
Grain	Beets	All Kinds.
	Onions	

Whatever can be produced anywhere in California can be produced in Sacramento County.

The County's Towns

Though overshadowed by the Capital, which is also the county seat, the towns of Sacramento County are progressive and thriving places, all measuring up to the standard of the East as well as the West in comfort and solidity.

FAIR OAKS, in the lowest foothills, near the American River, with a population of 500, has a fruit packing house and oil mill, and a bank which, only a few years old, has $30,000 deposits. Close by is **ORANGEVALE**, where also is a packing house.

FOLSOM, on the American, is the center of a rich country. Here is situated a State Penitentiary. Between Sacramento and Folsom there are several promising towns, including besides Fair Oaks and Orangevale, **PERKINS, MILLS, NATOMA, BRIGHTON** and **MAYHEWS.**

GALT, twenty-seven miles southeast of Sacramento, on the Southern Pacific main line, is the terminus of a line running into the Sierras, tapping a mining territory. Galt is the center of a great grape producing region and poultry-raising is important. The town, with banks, stores, hotels and four churches, has three wineries.

ELK GROVE is thirteen miles southeast of Sacramento. Like **FLORIN**, nearby, it is in the central part of the county on the Southern Pacific. **CERRO, FRANKLIN** and **SIMS** are on the Western Pacific; all have rich surroundings.

South of Sacramento, along the Sacramento River, are several fruit towns, including **FREEPORT, COURTLAND, VORDEN, WALNUT GROVE, RYDE, ISLETON, EMMATON.**

PRESS OF J. N. LARKIN & SON PEOPLE'S BANK BLDG. SACTO.

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN:

Washington,

RESERVE BANK ORGANIZATION COMMITTEE.

January 19, 1914.

TO Chairman,
Chamber of Commerce,
San Francisco, California.

Meeting of Committee will be held Judge Van Fleet's Court Room, Post Office Building February second. Will be glad if you will send me list of names of those to appear and will also furnish duplicate list to William J. McGee, Assistant Treasurer, San Francisco.

Secretary
Reserve Bank Organization Committee.

OFFICIAL.

OFFICIAL BUSINESS.
GOVERNMENT RATES.
CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR _____
2—6827 The appropriation from which payable must be stated on above line. DEPARTMENTAL STOCK FORM 2128.

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CUSTOMS BUSINESS AT SAN FRANCISCO.

By N. S. Farley, Deputy Collector of Customs.

The total amounts of duties, tonnage taxes, fees, etc., collected at this port during the past five calendar years were as follows:

1909 - - - - -	$6,731,829.31
1910 - - - - -	7,146,009.03
1911 - - - - -	6,811,020.52
1912 - - - - -	6,680,688.02
1913 - - - - -	6,421,062.54

The tariff act of 1913 reducing rates of duties has necessarily caused decreased receipts; and the act of 1909, prohibiting the importation of opium, has lessened the duties collected at this port by about $800,000 annually.

Another matter causing a reduction in duties at this port is the increasing quantities of free goods imported, the percentage of such in comparison with dutiable goods being greater than at other large ports. For instance, the free goods imported at this port have grown to 75% of the total imports, whereas at Boston, previous to the present tariff placing wool on the free list, the imports there of free goods were approximately only 50% of the total imports.

The amount of duties collected at any port is, therefore, not a correct gauge of the customs business.

While the duties collected annually at the great port of Boston have been more than 20 millions of dollars, against less than 7 millions at this port, the imports there consist largely of raw wool and sugar, and by the placing of wool on the free list and the reduction in duties on sugar on the first of next March, the present tariff will reduce the duties at Boston approximately 11 millions of dollars($8,000,000 on wool and $3,000,000 on sugar).

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The Imports at this port of merchandise from foreign ports have grown from $51,469,023 in 1909 to $62,650,298 in 1913; the exports of domestic merchandise from $30,431,489 in 1909 to $68,937,862 in 1913. In addition to exports there are our shipments to Alaska, Hawaii, Tutuila, and Guam.

The Philippines, so far as customs business is concerned, are a foreign country, and the statistics of our trade with those islands ~~is~~ are included in the exports above.

Most of the shipments from this port to Alaska are transshipped at Seattle, and, therefore, are credited to shipments from that port. The statistics of shipments from this port to Alaska cover only shipments made by vessels that clear ~~from this port~~ directly to places in Alaska. These shipments ~~from this port~~ were $2,868,943 in 1909 and $3,161,273 in 1913.

Our shipments to the Hawaiian Islands in 1909 amounted to $12,154,869 and rose to $19,994,091 in 1913.

Our shipments to Tutuila and Guam in 1913 amounted to $167,071,--a material increase over former years.

In addition to the foregoing, and also part of the commerce of this port, were the exports of foreign merchandise either after being duty paid, or from warehouse in bond without the payment of duty. These figures totaled $1,159,041 for 1913. Foreign merchandise in transit through the United States totaled $1,512,311 additional.

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Then there are shipments to Atlantic ports via the isthmuses of Tehuantepec and Panama, which amounted, in 1913 to $10,858,935 via Tehuantepec and to $6,010,339 via Panama.

No statistics are available for shipments arriving at this port by either Tehuantepec or Panama, as such statistics are compiled only at ports of departures of vessels, and then not separately for each port of destination; but it is assumed that the value of merchandise arriving by these routes equals the shipments from this port.

Likewise merchandise shipped from Alaska, Hawaii, Tutuila, and Guam is covered only in the statistics made at ports of departures of vessels. These statistics for the fiscal year ended June 30, 1912, compared with previous years showing gradual increases, seem to warrant the statement that the value of merchandise shipped from Hawaii to this port for the calendar year of 1913 exceeded $27,000,000; from Alaska, $5,000,000; and from Tutuila and Guam an amount equal to shipments from here to those islands, viz: $167,071

The value of refined bullion exported to foreign ports in the year 1913 amounted to $12,750,872, and the imports of the same amounted to $3,218,909.

Gold and silver coin exported to foreign countries totaled only $144,755 and the imports of the same $1,718,941.

The shipments of gold and silver coin to Hawaii, Tutuila, and Alaska were valued at $248,708.

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No figures are available covering the value of gold and silver coin returned from Hawaii, but estimating from figures of previous years probably three-quarters of a million would not be an excessive figure. The value of shipments of refined bullion and coin from Alaska to this port is not available.

During 1913, 18 vessels laden with domestic coal arrived from Atlantic ports via the Strait of Magellan or Cape Horn, and 6 vessels likewise arrived with general merchandise. Six vessels were cleared from this port for Atlantic ports via either the Strait of Magellan or Cape Horn, with cargoes of general merchandise.

Estimating the coal cargoes at double the vessels' net register tonnages (and often a coal cargo equals 2½ times the ~~vessel's~~ net ~~register~~ tonnage), and the value of the coal at $3 a ton f.o.b. Norfolk, the value of domestic coal brought into this port from the Atlantic coast totaled $350,000.

Estimating the cargoes of general merchandise at $165,000 each, the total value of such cargoes in and out of this port reached $2,000,000. This is not an excessive estimate, when the fact is considered that the cargoes of vessels with general merchandise range in value from $100,000 to $500,000. The MATSONIA, which cleared a few days ago for Honolulu, carried a cargo valued at more than $200,000, and the cargo of the CHIYO MARU, recently cleared for the Orient, was valued at more than $400,000.

From the foregoing statement and, deducting the value of imports by rail in bond ($1,999,419), it would appear that the total

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AUNGARY—Dr Josef Goricar, Consul, 311 California st
A—M. F. Biolley, Acting Consul, 311 California st.
IA—Carlos Sanjines, Consul-General, 58 Sutter st.
ZIL—Archibald Barnard, Vice-Consul, Monadnock Bldg.
CHILE—Arturo Lorca, Consul, 311 California st.
CHINA—Kee Owyang, Acting Consul-General, 653 Kearny st.
COLOMBIA—Francisco Valencia, Consul, 311 California st.
COSTA RICA—Dr. P. de Obarrio, Consul-General, 510 Battery st.
DENMARK—J. E. Boggild, Consul, Mills Bldg. Montgomery st
DOMINICAN REPUBLIC—John Barneson, Honorary Consul, 310 Sansome st.
ECUAI -Juan Chavez, Consul-General, 311 California st
FRANC Raphael Monnet, Consul-General, 108 Sutter st.
GERMAN EMPIRE—Franz Bopp, Consul-General, 201 Sansome st
GREAT BRITAIN—Alexander Carnegie Ross, Consul-General 268 Market st.
GREECE—Richard de Fontana Consul, 693 Mission st.
GUATEMALA—Juan Padilla Matute, Consul-General, 460 Montgomery st.
HONDURAS—Gen F S Vivas, Consul-General, Ital-Amer Bk Bldg
ITALY—C. Danco, Consul-General, 135 Stockton st.
JAPAN—Yasutaro Numano, Consul-General, 221 Sansome st.
LIBERIA—Ray P. Saffold, Consul, 568 Golden Gate Avenue.
MONACO—Ray P. Saffold, Consul, 568 Golden Gate Avenue.
MEXICO—Ant L. Grajeda, Consul-General, 519 California st.
NETHERLANDS—H A Van Coenen Torchiana, Consul-General, 663 Mills Building
NORWAY—Henry Lund, Consul, Marine Bldg., 214 Front st.
NICARAGUA—Adolfo Vivas, Consul-General, 311 California st
PANAMA—Alejandro Briceno, Consul, 510 Battery st.
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RUSSIA—Pierre Rodjestwensky, Consul-General, 461 Market st.
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SALVADOR—E. Mejia, Consul-General, 460 Montgomery st.
SPAIN—Valle de Salazar, Consul-General, 817 Pacific Bldg.
SWEDEN—Wm. Matson, Consul, 268 Market st.
SWITZERLAND—John Freuler, 440 Montgomery st
TURKEY—Maurice Hall, Consul, 250 Powell st.
URUGUAY—O. M. Goldaracena, Consul, 4 Columbus Ave.
VENEZUELA—Jos. L. Eastland, Consul Merchants Exchange.

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deep sea commerce of this port, inward and outward, amounted to more than $250,000,000 in the past year.

No customs statistics are available for the coastwise trade along the mainland, and the value of this trade can be estimated only by those familiar with or engaged in the same.

But as an indication of the importance of this port as a trade center, it might be well to note that forty foreign governments maintain their consular representatives in this city.

The daily travel in and out of this city also indicates its commercial importance. The official figures on file in the custom house show that for the fiscal year ended June 30, 1913, 39,957,573 passengers were carried on the transbay ferries to and from the east shore and to and from Marin County; 400,000 on river and other bay steamers; 1,300,000 by sea (domestic and foreign); and 7,000,000 by rail to and from San Mateo County and the south,--a total of nearly 49,000,000. This is a daily average of over 130,000, showing that 65,000 is the average number of persons that arrive in and depart from this city every day in the year.

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COMPARATIVE STATEMENT OF CUSTOMS BUSINESS AT PACIFIC COAST PORTS

FOR THE FISCAL YEAR ENDED JUNE 30, 1913.

These figures from recent annual report of Secretary of the Treasury.

Ports	Imports	Exports	Receipts
Seattle	$22,338,228	$21,016,081	$1,427,664.56
Tacoma	24,490,733	22,326,482	504,698.11
Portland	2,787,965	9,372,936	681,003.80
San Francisco	68,209,909	76,294,060	6,439,789.83
Los Angeles (including San Pedro)	2,747,601	253,562	741,865.39
San Diego	625,657	541,881	94,304.98

- - - - - - - x - - - - - - -

The above figures do not include receipts, on account of the Departments of Commerce and of Labor, for tonnage tax, head tax, and other payments made at the Custom Houses for those Departments, which amounted for the fiscal year ended June 30, 1913, to $45,961.52 at Seattle; $25,469.72 at Tacoma; $3,187.20 at Portland; $74,170.81 at San Francisco; $7,942.87 at Los Angeles; and $7,934.88 at San Diego.

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SAN FRANCISCO'S SEA TRADE FOR THE CALENDAR YEAR OF 1913.

Imports for San Francisco - - - - - - - - - -	$62,650,298	
" forwarded in bond - - - - - - - - - -	7,485,307	$70,135,605
Exports (domestic mdse.) - - - - - - - - - - -	$68,937,862	
(foreign ") - - - - - - - - - - - -	1,159,041	
(" " in transit) - - - - -	1,512,311	71,609,214
Shipments to Hawaii -		19,994,091
Receipts from " (estimated) - - - - - - - - - - - - - - - -		27,000,000
Shipments to Alaska -		3,161,273
Receipts from " (estimated) - - - - - - - - - - - - - - - -		5,000,000
Shipments to Tutuila and Guam - - - - - - - - - - - - - - - -		167,071
Receipts from " " " (estimated) - - - - - - - - - - -		167,071
Shipments via Tehuantepec to Atlantic ports - - - - - - - -		10,858,935
Receipts " " from " " (estimated) -		10,858,935
Shipments via Panama to Atlantic ports - - - - - - - - - - - -		6,010,339
Receipts " " from " " (estimated) - - - -		6,010,339
Exports and shipments of coin and refined bullion - - - -		18,832,185
Shipments to Atlantic Coast via Strait of Magellan or Cape Horn of Domestic Merchandise - - - - - - - -		1,000,000
Arrivals from Atlantic Coast, same route, Domestic Merchandise -		1,350,000
		$252,155,058
Less importations received by rail in bond - - - - - - - -		1,999,419
Total deep sea trade through San Francisco - - - - - - -		$250,155,639

No customs statistics are available for the coastwise trade along the mainland, and the value of this trade in and out of this harbor can only be estimated by those familiar with such trade.

- - - - - x - - - - -

The exports from this port to the PHILIPPINES in 1913 totaled $6,074,287, and the imports here from those islands amounted to $2,861,111 during the same period.

- - - - - x - - - - -

During 1913, the exports from this port to JAPAN totaled $27,254,365 and the imports here from Japan amounted to $24,915,316 for the same period. The trade of this port with Japan, both inward and outward, is, therefore, more than one-third of the total trade of this port with all foreign countries.

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J. A. FOLGER & CO.

MANUFACTURERS OF

"FOLGER'S GOLDEN GATE"

COFFEE, TEAS, SPICES, BAKING POWDER, EXTRACTS.

HOWARD & SPEAR STREETS

SAN FRANCISCO, Jan. 31-14

RECEIVED
JAN 31 1914
Ans'd

Mr. Robert Newton Lynch,

Vice-President & Manager, San Francisco Chamber of Commerce,

Merchants Exchange Building, City.

Dear Sir:

Replying to your inquiry regarding the territory in which we find it possible to distribute goods on the Pacific Coast in competition with other Coast cities; our zone of distribution extends from Alaska, on the north, to El Paso, Texas; east, in a general way, as far as the Rocky Mountains.

Broadly speaking, commodities in our line, Coffees, Teas and Spices, are imported in greater volume, and at sufficiently favorable freight rates so that it is quite possible to meet competition in territory where local freight rates from competing cities are less than the rate from San Francisco.

Of course, other factors enter into the question; but we think direct importations to this port, larger volume of business, and the fact that San Francisco is generally recognized throughout the territory described as the metropolis of the Pacific Coast are the principal ones.

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Mr. R. N. Lynch--Chamber of Commerce Jan. 31-14

The Tea trade of San Francisco extends, we think, materially further east than the outlines given above as San Francisco importers supply many jobbers throughout the Middle West, and the two largest Tea importing houses in the United States have, within the past few years, established branches here because the geographical location of San Francisco permits economical distribution throughout the entire United States.

What we have written regarding our Pacific Coast trade we believe is true with regard to all of the firms engaged in the same line of business in this city.

Trusting this gives you the desired information, we are

Very truly yours,

T. A. Folger

k

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Form 298

WESTERN UNION

0148 NIGHT TELEGRAM

THEO. N. VAIL, PRESIDENT

RECEIVED AT 272A KN 76 COLLECT NIGHT GOVT

SAN FRANCISCO CAL JAN 14 14

SECRETARY OF TREASURY
WASHINGTON DC

THE SANFRANCISCO CLEARING HOUSE ASSN HAS REQUESTED ME TO ADVISE YOU THAT IT WILL BE PLEASED TO PROVIDE THE RESERVE BANK ORGANIZATION COMMITTEE WITH A SUITABLE MEETING PLACE HERE FOR PUBLIC HEARINGS WHEN THE COMMITTEE COMES TO SANFRANCISCO THE ONLY SUITABLE ROOM IN A GOVERNMENT BUILDING HERE IS ONE OF THE FEDERAL COURT ROOMS IN THE POSTOFFICE BUILDING WHICH WILL PROBALY BE AVAILABLE IF YOU DESIRE IT

MCGEE ASST TREASURER

906PM

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN:

Washington,

RESERVE BANK ORGANIZATION COMMITTEE

January 16, 1914.

TO William J. McCee,
Assistant Treasurer U.S.,
San Francisco, California.

If Federal Court Room suitable and available for meeting on February second please arrange for use of committee. If not available please arrange matter with Clearing House Association as suggested. Convey thanks of committee to Association. Please wire me place of meeting as soon as definitely arranged.

Secretary pro tem
Reserve Bank Organization Committee.

OFFICIAL.

OFFICIAL BUSINESS.
GOVERNMENT RATES.
CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR

2-8827 The appropriation from which payable must be stated on above line. DEPARTMENTAL STOCK FORM 2128.

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Form 298

WESTERN UNION

8 49

1914 JAN 16 PM

0141

NIGHT TELEGRAM

THEO. N. VAIL, PRESIDENT

RECEIVED AT

248A VX 65 COLLECT GOVT NIGHT

SAN FRAN CAL JAN 16 1914

M C ELLIOTT

SECRETARY RESERVE BANK ORGANIZATION COMMITTEE TREASURY DEPT WASHN DC

HAVE ARRANGED FOR ORGANIZATION COMMITTEE TO USE FEDERAL

JUDGE VANFLEETS COURT ROOM AND CHAMBERS POSTOFFICE BUILDING FEB SECOND

AND THIRD COURT ROOM WILL SEAT ABOUT TWO HUNDRED WILL

SEE THAT IT IS PROPERLY EQUIPPED FOR COMMITTEE PURPOSES PLEASE

WIRE ME IF I CAN FURTHER SERVE COMMITTEE IN ANY WAY

MCGEE ASST TREASURER

820PM

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN: Washington,

RESERVE BANK ORGANIZATION COMMITTEE. January 19, 1914.

TO William J. McGee,
Assistant Treasurer, U.S.,
San Francisco, California.

Your wire. Will notify representatives to appear that hearing will be held in Judge Van Fleet's Court Room on February second and will ask them to furnish you duplicate list of names of those to appear before committee so that you may meet Committee on arrival and give them this information. Many thanks for your assistance.

Secretary
Reserve Bank Organization Committee.

OFFICIAL BUSINESS.
GOVERNMENT RATES.
CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR .....
2—6827 The appropriation from which payable must be stated on above line. DEPARTMENTAL STOCK FORM 2128.

OFFICIAL.

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Treasury Department

TELEGRAM

'9WU MO 75 Collect Govt

SAN FRANCISCO Cal Jan 30 1914

M C Elliott, Secretary,
Reserve Bank Organization Committee,
Treasury Department, Washington, D.C.

Have wired organization committee that complete arrangements have been made for meeting here and pursuant to your request I would on their arrival Sunday, furnish them with list of persons who are to appear. It will not be necessary for bank examiner Claud Gotch to take any action here and if you think proper you can so wire him

McGee, Assistant Treasurer

136pm

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN:

Washington,

RESERVE BANK ORGANIZATION COMMITTEE

January 31, 1914

TO William J. McGee,
Assistant Treasurer, U.S.,
San Francisco, Cal.

Many thanks for perfecting arrangements for hearing San Francisco. Had wired Examiner Gatch to cooperate with you previous to receipt your telegram.

Secretary

OFFICIAL BUSINESS. OFFICIAL.
GOVERNMENT RATES.
CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR

2—6827 The appropriation from which payable must be stated on above line. DEPARTMENTAL STOCK FORM 2128.

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FORM 650

(6)

The Mutual Life Insurance Company of New York,

W. L. Hathaway,
Manager,
The Mutual Life Building,
S. E. cor. California & Sansome Sts.

San Francisco, Cal. Feb. 2nd, 1914.

Robert Newton Lynch, Esq.,
Vice President & General Manager,
San Francisco Chamber of Commerce,
San Francisco.

Dear Sir:-

Complying with your request to give you figures showing the relative importance of the various Pacific Coast States as life insurance centres, I beg to advise that the time is too short to gather complete details, but I trust that the following will answer your purpose:-

The history of the business on the Pacific Coast naturally all radiates from San Francisco, from which place not many years ago practically all of the business of the Pacific Coast States was handled, and the premium incomes from all of these States passed through these offices, but this is no longer true in the cases of the majority of the companies, although there are notable exceptions, as, for instance, the Metropolitan Life, which has a sub-home office here through which, I am informed, the business and all the premium collections of all the Pacific Coast and several of the Rocky Mountain States clear, and taking into consideration the industrial, as well as the regular line of business that they transact, I believe they probably write a larger business each year in the territory covered than any of the rest of us. There are other companies, I am informed, that clear all of their Coast business through the San Francisco office, but it would require an individual inquiry from each office to ascertain the extent that this applies, and I believe the majority of the companies to-day clear their premiums for the territory involved through the banks in the cities of Seattle, Spokane, Portland and Los Angeles; and for the purpose of giving the relative importance of the premium income from these various territories, I have copied the following figures from the Insurance Year Book published by the Spectator Company, 135 William St., New York, as closing the business of 1912 (the 1913 figures not yet being available:

The State of Washington, I find, is credited with having collected in life insurance premiums in 1912 ------ $5,819,734. and these premium collections are very largely divided between offices located at Seattle and Spokane, and what proportion of them may be remitted direct to San Francisco I am unable to ascertain.

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Oregon is credited in the same year with collecting in life insurance premiums the sum of ---------- $ 3,719,216
and I would say that the great majority of this was cleared through the Portland office, although, as in the case of the Washington business, I have now way of ascertaining how much of it may have been remitted direct to here.

California is credited from the same source during the same year with having collected ---------- 22,990,111.
and whihc I have no way of ascertaining how these collections are divided between offices here and offices in Los Angeles, I would assume that the business of the Company which I represent is fairly illustrative of that division, and I find that this Company is credited in the California report filed with the Insurance Commissioner as having collected in the State in 1912 ---- 1,737,387.11,
and I have asked the Cashier to take off of our books the amount of this that was collected through this office, and he gives me the figure of ---------- 1,250,140.30.

The difference between this latter figure and the Company total collection in the State is what would have been cleared through the Los Angeles office, with the exception of certain premiums tjat are paid direct to New York, both in this part of the State and the lower part, and which enter into the Company's total tabulation, andI would be unable to ascertain what this amounted to without going over the Los Angeles books and finding exactly how much passed through them during that year, but it could not hace exceeded the difference between $1,737,387.11, and the amount collected through this office of 1,250,140.30.

Very truly yours,

W. H. Parsons

MANAGER.

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GEORGE C. PERKINS, CAL., CHAIRMAN.
GEORGE T. OLIVER, PA.
WILLIAM PURNELL JACKSON, MD.
GEORGE W. NORRIS, NEBR.
NATHAN GOFF, W. VA.
AUGUSTUS O. BACON, GA.
JAMES A. REED, MO.
MARCUS A. SMITH, ARIZ.
JOHN SHARP WILLIAMS, MISS
ELLISON D. SMITH, S. C.
JAMES HAMILTON LEWIS, ILL.
LOUIS C. DRAPEAU, CLERK.

United States Senate,

COMMITTEE ON RAILROADS.

December 30, 1913.

Hon. Wm. G. McAdoo,

Secretary of the Treasury,

Washington, D. C.

File

My dear Mr. Secretary:

I am in receipt of a copy of telegram sent to you by the San Francisco Clearing House Association recommending the establishment of a regional bank in San Francisco, California. If there is any further information you may require in relation to the financial conditions existing in San Francisco or California will you please communicate direct with Hon. James K. Lynch, President of the Clearing House Association and if I can be of any service to you in relation to the subject-matter, please command me.

With the Compliments of the Season, I remain,

Very truly yours,

Geo. C. Perkins

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POSTAL TELEGRA[illegible]-CABLE COMPANY IN CONNECTION WITH THE COMMERCIAL CA[illegible]E COMPANY.

24,W.

CLARENCE H. MACKAY, President.
J. O. STEVENS, Sec'y. WM. H. BAKER, V. P. & G. M.

CLARENCE H. MACKAY, President.
ALBERT BECK, Sec'y. GEO. G. WARD, V. P. & G. M.

NIGHT TELEGRAM

534

The Postal Telegraph-Cable Company transmits and delivers Night Messages subject to the terms and conditions printed on the back of this blank.

Received at Postal Telegraph-Cable Company Building, Washington.

349Ch. A. 129 N.L. 4 extra

San Francisco, Calif. Dec. 29, 1913.

Reserve Organization Committee,

W A S H I N G T O N, D.C.

File

At a meeting of the SanFrancisco Clearing House Association held today it was resloved that the banks of SanFrancisco express their desire to co-operate fully with the Federal Reserve Board in the installation of the new banking and currency measure that they present the claims of SanFrancisco as the commercial and financial center of the Pacific Coast to be the seat of a Federal Reserve Bank in order to have due regard to the convenience and customary course of business enjoined by the act whether one or more reserve banks are finally decided upon for the Pacific Coast as an impartial examination of all the facts will conclusively demonstrate they respectfully ask when and where will opportunity be given for such hearing by the committee.

SanFrancisco Clearing House Association,

JAMES K. LYNCH, PRESIDENT.

1; A. M.

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Federal Reserve Bank of St. Louis

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January 2, 1914.

My dear Senator:

I am directed by the Secretary of the Treasury, who is slightly ill, to acknowledge receipt of your letter of December 30th, regarding the question of establishing a Federal Reserve Bank in San Francisco, and to say that the claims of that city will receive due consideration by the Reserve Bank Organization Committee, which will visit San Francisco upon its trip.

Very truly yours,

Private Secretary.

Hon. George C. Perkins,
United States Senate.

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Federal Reserve Bank of St. Louis

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January 2, 1914.

Dear Sir:

I am directed by the Secretary of the Treasury and the Secretary of Agriculture to thank you for your telegram of December 29th, conveying the resolution of the bankers of San Francisco to cooperate with the Reserve Bank Organization Committee in the inauguration of the new currency system, and to say that the claims of San Francisco for the location of a Federal Reserve Bank will be heard by the Committee in the city of San Francisco. The exact date of the hearing will be announced later.

Very truly yours,

GRC

Private Secretary.

James K. Lynch, Esq.,
President, San Francisco Clearing
House Association,
San Francisco, Cal.

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Federal Reserve Bank of St. Louis

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN:

RESERVE BANK ORGANIZATION COMMITTEE.

Washington,

January 19, 1914.

To

Chairman,
Clearing House Association,
San Francisco, California.

Meeting of Committee will be held Judge Van Fleet's Court Room, Post Office Building, February second. Will be glad if you will send me list of names of those to appear and if you will also furnish duplicate list to William J. McGee, Assistant Treasurer, San Francisco.

Secretary
Reserve Bank Organization Committee.

OFFICIAL BUSINESS.
GOVERNMENT RATES.

OFFICIAL.

CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR

2—6827

The appropriation from which payable must be stated on above line.

DEPARTMENTAL STOCK FORM 2128.

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Form 2289 B

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following Night Letter. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Night Letters, sent at reduced rates, beyond a sum equal to the amount paid for transmission; nor in any case beyond the sum of Fifty Dollars, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED NIGHT LETTER, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT

1587

17A RA 74 NL 5 EX

SAN FRANCISCO CALIF JAN 19 1914

M C ELLIOTT

SECRETARY RESERVE BANK ORGANIZATION COMMITTEE WASHINGTON DC

YOUR TELEGRAM ADVISING DATE OF HEARING BEFORE COMMITTEE IS RECEIVED AS YET WE HAVE NO PROGRAMME ARRANGED HAD EXPECTED TO HAVE EXECUTIVE OFFICERS OF THE CHAMBER OF COMMERCE PRESENT STATISTICAL INFORMATION AND TO HAVE SOME OF THE LEADING MERCHANTS SHIPPERS A BAKERS APPEAR TO TESTIFY WILL WIRE NAMES AS SOON AS LIST CAN BE ARRANGED WOULD APPRECIATE A SUGGESTION AS TO ABOUT HOW MANY COMMITTEE WISHES TO HEAR FROM

JAMES K LYNCH PRESIDENT SANFRANCISCO CLEARING HOUSE ASSN 247A20

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Federal Reserve Bank of St. Louis

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TREASURY DEPARTMENT TELEGRAM.

WHERE WRITTEN:
Reserve Bank Organization Committee.

Washington, January 20, 1914.

DAY LETTER

TO Mr. James K. Lynch, President,
Clearing House Association,
San Francisco, Cal.

Your telegram. Committee will have no preference as to number of witnesses to appear except in so far as limit of time determines this. They will desire all information on the question at issue and whether presented by few or many witnesses does not appear to be material.

Secretary, Reserve Bank Organization Committee.

OFFICIAL BUSINESS.
GOVERNMENT RATES. OFFICIAL.
CHARGE TREASURY DEPARTMENT, APPROPRIATION FOR

2—6827 The appropriation from which payable must be stated on above line. DEPARTMENTAL STOCK FORM 2128.

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Form 2289 B

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following **Night Letter.** Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Night Letters,** sent at reduced rates, beyond a sum equal to the amount paid for transmission; nor in any case beyond the sum of **Fifty Dollars,** at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED NIGHT LETTER,** and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT **BELVIDERE BROOKS, GENERAL MANAGER**

316A WH 107 NIGHT LETTER 5 EXTRA

RECEIVED AT 1407 SANFRANCISCO CALIF JAN 21 1914 1130

M C ELLIOTT

SECY RESERVE BANK ORGANIZATION COMMITTEE

WASHINGTON DC

THE CLEARING HOUSE COMMITTEE WILL PRESENT TESTIMONY THROUGH ITS SECRETARY CHARLES K MCINTOSH VICE-PRESIDENT BANK OF CALIF ROBT NEWTON LYNCH, MANAGER OF CHAMBER COMMERCE WILL TESTIFY RELATIVE TO COMMERCE AND TRADE WE BELIEVE THAT THIS WILL COMPRISE ALL THE TESTIMONY THAT WE NEED TO PRESENT BUT THE MANAGING OFFICERS OF THE LEADING BANKS TOGETHER WITH LEADING MERCHANTS AND MANUFACTURERS WILL BE PRESENT AT THE HEARING AND THE COMMITTEE CAN CALL ON AS MANY AS THEY SEE FIT FULL LIST OF

NAMES WILL BE FURNISHED ASSISTANT TREASURER MCGEE WE THINK THE CASE FOR SANFRANCISCO CAN BE PUT IN A VERY SHORT TIME

(SIG) JAMES K LYNCH, PREST SANFRAN CLEARING HOUSE ASSN 1130P

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			Total
San Francisco to Winnemucca	418 miles	to Boise 276 miles	694 miles
" " " Wells	619 "	" Twin Falls, 114 mi.	723 "
" " " Ogden	783 "	" " " 252 "	1035 "
" " " "	783 "	" Boise 399 "	1182 "
Boise to Port of Portland 'Astoria	666 "		
San Francisco to Chicago	2272 "		

Submitted by
Robert M Lynch
San Francisco

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Areas of Cities in Acres.

New York- - - - - -	183,555
Chicago - - - - - -	118,433.1
Philadelphia- - - -	83,340
Boston- - - - - - -	26,289
Pittsburg - - - - -	26,510.7
St.Louis- - - - - -	39,276.3
San Francisco - - -	29,760
Baltimore - - - - -	19,290.2
Cleveland - - - - -	29,208.8
Cincinnati- - - - -	31,893.3
Minneapolis - - - -	32,069
St.Paul - - - - - -	33,390
Detroit - - - - - -	26,102.6
Buffalo - - - - - -	24,791
Los Angeles - - - -	63,480
Milwaukee - - - - -	14,585.8
Providence- - - - -	11,352.2
Washington- - - - -	38,408.4
New Orleans - - - -	125,440
Kansas City - - - -	37,443
Louisville- - - - -	13,229.7
Rochester - - - - -	12,876.3
Seattle - - - - - -	35,750
Indianapolis- - - -	21,130.4
Denver- - - - - - -	37,028
Portland- - - - - -	30,975
Oakland - - - - - -	29,248

Subm
R.M.L
San Fr

Submitted by
R. [redacted] Tyrell
San Francisco.

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Submitted by R N Lynch San Francisco

OCEAN STEAMSHIPS.

San Francisco has SEVENTEEN Foreign Steamship Lines:

American Hawaiian
Atlantic-Pacific S.S.Co
Robert Dollar S. S. Co
East Asiatic Co. Ltd.
Harrison Direct Line
Kosmos Line
Luckenbach S.S.Co Inc.
Maple Leaf Line
New York & Pacific S.S.Co
Oceanic S.S.Co
Pacific Coast S.S.Co
Pacific Mail S.S. (Oriental
Pacific Mail S.S. (Sentral American)
Toyo Kisen Kaisha
Swayne & Hoyt (Australian)
Union Steamship Co of New Zealand
United States Army Transports *

The U.S.Army own their own Transport docks in San Francisco, the only place where they do.

COASTWISE STEAMERS.

There are 71 Companies controlled and operating in San Francisco who run from one to seven ships North and South along the Coast. As far South as Mexico and North as Alaska.

Tonnage in 1912:

Arrivals:	4,560,238
Departures	4,624,907
Total	9,185,145

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The Richardson Company North

F Jebsen & Co N & S

Fife Lumber Company North

Cottoneva Lumber Co N & S

Metropolitan Lumber Co North

J M Huddart & Co N & S

Tacoma & Roche Harbor Lime Company North

Little River Lumber Co North

Geo S Beadle & Co N & S

Trower Bros North

A W Beadle & Co N & S

Williams Dimond & Co N & S

Alaska Packers Association North

Eastern Redwood Lumber Co Nortj

Gardiner Mill Co N & S

North Alaska Salmon Co North

Red Salmon Canning Co North

F B Peterson & Co North

Bristol Bay Packing Co North

Alaska Salmon Company North

Bowes & Andrews N & S

W R Grace & Co N & S

Alaska Codfish Company North

Pacific Coast S S Co N & S

North Pac S S Co N & S

Independent S S Co South

Sudden & Christenson N & S

Olson & Mahony N & S

E T Kruse North & South

Standard Oil Co N & S

Hammond Lumber Co N & S

The Chas Nelson Co N & S

J R Hanify & Co N & S

E J Dodge & Co N & S

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F Linderman & Co N S

Caspar Lumber Company N S

Wilson Brothers & Co N & S

Union Lumber Company N & S

J H Baxter & Co N & S

C H Higgins & Co N & S

Swayne & Hoyt Co. N & S

L E White Lumber Company, N & S

E K Wood Lumber Co N & S

S E Slade Lumber Co N & S

A F Estabrook & Co N & S

Chas R Mc Cormick & Co N & S

Mc Culloch Lumber Co N & S

Loop Lumber Company N & S

Hart Wood Lumber Co N & S

Hardy Lumber Co North

Globe Milling Co N & S

S S Freeman S S Co N & S

Holmes Eureka Lumber Co N & S

Simpson Lumber Co N & S

W G Tibbetts N & S

Dollar S S Co N & S

Albion Lumber Co N & S

Associated Oil Transportation Co N & S

Hicks Hauptman & Co N & S

Geo E Billings & Co N & S

Aroline S S Co N & S

Pacific Lumber Co North

J O Davenport North

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Thos Pollard Co, pany N & S

Union Oil Company N & S

C A Smith Lumber Co N orth

San Fran & Portland S S Co N & S

Matson Nav Co North & Honolulu

pac Navigation Company South

Hobbs wall & Co N & S

Alaska pac S S Co North

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A. F. THANE & CO.

Cable Address: THANE

216 PINE STREET

SAN FRANCISCO

January 29, 1914

Received
JAN 31 1914
ACKN'LD
ANSWERED

Mr. Robert Newton Lynch,
Vice-President and Manager,
San Francisco Chamber of Commerce
San Francisco.

Dear Sir:

IN RE ESTABLISHMENT REGIONAL BANK

We confirm our statement that in the export lumber business from this coast, the bulk of which consists of Oregon Pine shipped from Puget Sound and Columbia River ports and Redwood from Northern California ports, the most of these trades are consummated in San Francisco by the exporting merchants, with the agents of the mills here - and even when they deal with the mills direct in the North the financing is concluded here -- not only the payment of the mills' invoices but the drawing for the cargo on the foreign buyer. We should say, without having actual figures, that more than 90% of the foreign lumber shipments are so handled.

The export houses of the Pacific Coast are located in San Francisco. The financial arrangements for handling credits and bills of exchange are here and not in the mill ports - nor, so far as we know, to any very great extent, either in Portland, Seattle or Tacoma.

Our own experience has to do primarily with shipments of lumber to Australia, West Coast, U. K. and South Africa.

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R. N. L., #2

We believe we are absolutely safe in saying that most of the others in the trade finance in the same way.

It is true also that if we were making a shipment of grain, flour or other merchandise, even though it originated at Seattle, Tacoma or Portland, we should finance from here and we think a great part of the business in these lines originates with San Francisco houses and is dealt with in the same way.

Further than this, when the San Francisco firm has a branch house in the North, the actual financing is done through San Francisco, as the facilities for foreign exchange are here.

Yours faithfully,

A. F. THANE & CO.,

By A. F. Thane

President.

T:SA

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Miscellaneous States

for

California

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Arizona

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CARL HAYDEN
ARIZONA

HOUSE OF REPRESENTATIVES
WASHINGTON

January 16, 1914.

The Honorable

The Secretary of the Treasury,

Washington, D. C.

My dear Sir:

I transmit herewith for your information a letter from Lloyd B. Christy, Cashier of the Valley Bank, Phoenix, Arizona, in which he expresses a desire that either San Francisco or Los Angeles, California, be designated as one of the federal reserve cities.

Yours very respectfully,

Carl Hayden

M. C. Arizona.

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HALL LITHO. CO. TOPEKA

THE VALLEY BANK

ESTABLISHED 1883

CAPITAL AND SURPLUS $275,000.00

E. J. BENNITT, PRESIDENT JOHN R. HAMPTON, VICE PRESIDENT
JOHN M. ORMSBY, VICE PRESIDENT LLOYD B. CHRISTY, VICE PRESIDENT AND CASHIER
S. H. STEWART, ASSISTANT CASHIER LEBBEUS CHAPMAN, ASSISTANT CASHIER
GEO. A. MAUK, ASSISTANT CASHIER P. T. SLAYBACK, AUDITOR

PHOENIX, ARIZONA

January 12, 1914.

Hon. Carl Hayden,

House of Representatives,

Washington, D. C.

My dear Carl:

The rivalry between various cities in the West for the location of the Western reserve bank is beginning to get very keen. Arizona and New Mexico want to be joined to California, if it can be arranged. I wrote you sometime ago that we probably would like to be joined with Denver, but I think now that San Francisco or Los Angeles would be much more convenient for us. I have a letter from the secretary of the El Paso Clearing House Association this morning and they are asking that Western Texas or that part of it in which El Paso is located be joined with Arizona and New Mexico in the California district. Any recommendations you can make to the reserve board in our behalf and theirs will be greatly appreciated.

Yours very truly,

Lloyd B. Christy

Cashier.

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Federal Reserve Bank of St. Louis

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Idaho

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Federal Reserve Bank of St. Louis

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CHARGE.

January 31, 1914.

Gov. John M. Haines,
Boise, Idaho.

Regional Bank Organization Committee here Monday. Would appreciate night letter from you expressing personal opinion as well as opinion of the leading bankers of Boise as to whether southern Idaho should not be attached to this territory. If not now at least when Canal is completed and projected ~~extension~~ railroad extension from Nevada into your territory built.

E. W. Wilson

Chr. I.B.C.

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Federal Reserve Bank of St. Louis

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NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following **Night Letter.** Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Night Letters,** sent at reduced rates, beyond a sum equal to the amount paid for transmission, nor in any case beyond the sum of **Fifty Dollars,** at which, unless otherwise stated below, this message has been valued by the sender thereof nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED NIGHT LETTER,** and is delivered by request of the sender under the conditions named above.

THEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

1892

RECEIVED AT S. E. Cor. Pine and Montgomery Sts., San Francisco ALWAYS OPEN

69SXMX 50 NL 1 EXTRA

BOISE IDAHO JANUARY 31ST 1914

E W WILSON

INTERNATIONAL BANKING CORPORATION SANFRANCISCO CAL

EVERY ONE HERE BELIEVES SANFRANCISCO SHOULD HAVE REGIONAL RESERVE BANK IF MORE THAN ONE IS LOCATED IN WEST WE SHOULD ALSO SUPPORT SOME TOWN NEARER OUR TERRITORY IF THE WEST IS NOT TO HAVE MORE THAN ONE BANK THERE CAN BE NO QUESTION ABOUT THE PRIORITY OF SANFRANCISCO'S CLAIM

JOHN M HAINES

GOVERNOR

350P

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Federal Reserve Bank of St. Louis

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nevada,

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Federal Reserve Bank of St. Louis

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4

Reno Clearing House Association

ORGANIZED 1907

Reno, Nevada,

Jan. 30, 1914.

Mr. Geo. W. Mapes,
San Francisco, California.
Dear Sir:

At a meeting of the Reno Clearing House Association, held this afternoon, the following resolutions were unanimously adopted:

RESOLVED, that we respectfully petition the Reserve Bank Organization Committee to designate San Francisco, as one of the Reserve cities for the establishment of a Federal Reserve Bank, it being the natural financial center of the Pacific Coast.

RESOLVED, That this Association for its member banks hereby petitions to be included in the District establishing San Francisco as the location of a Federal Reserve Bank.

RESOLVED, that Geo. W. Mapes, President of the Washoe County Bank of this City, be appointed the representative of this Association to attend the meeting of the Reserve Bank Organization Committee to be held in San Francisco, February 2nd and 3rd, 1914.

These resolutions express the sentiment of this Association in this matter, and this letter will be your authority to represent the Reno Clearing House Association at the meeting of the Reserve Bank Organization Committee on February 2nd and 3rd.

Respectfully,

R. C. Sumpter
President.

M. D. Fairchild
Secretary.

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Utah

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Federal Reserve Bank of St. Louis

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Form 2289

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

THEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

RECEIVER'S No.	TIME FILED	CHECK

For Mr. Wilson

SEND the following NIGHT LETTER subject to the terms on back hereof which are hereby agreed to } Oakland, Calif. Dec. 27th, 1915.

Mr. James Pingree, President
Pingree National Bank,
Ogden, Utah.

Question of locating regional bank in SanFrancisco in preference to other coast points special order Hands-Around-Harbor meeting here Monday. An expression from your bank, or from you personally to me favoring SanFrancisco would be greatly appreciated. Answer collect day message Monday morning.

Joseph E. Caine

Managing Director - Oakland Commercial Club.

Charge our a/c.

Copy of this sent to all Salt Lake and Ogden Federal Banks

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Federal Reserve Bank of St. Louis

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NIGHT LETTER

ALL NIGHT LETTER MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS WHICH ARE HEREBY AGREED TO

The Western Union Telegraph Company will receive not later than midnight **NIGHT LETTERS,** to be transmitted only for delivery on the morning of the next ensuing business day, at rates still lower than its standard night message rates, as follows: the standard day rate for ten words shall be charged for the transmission of fifty words or less, and one-fifth of such standard day rate for ten words shall be charged for each additional ten words or less.

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 unrepeated 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 valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure messages.*

2. In any event the Company shall not be liable for damages for any mistakes 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.

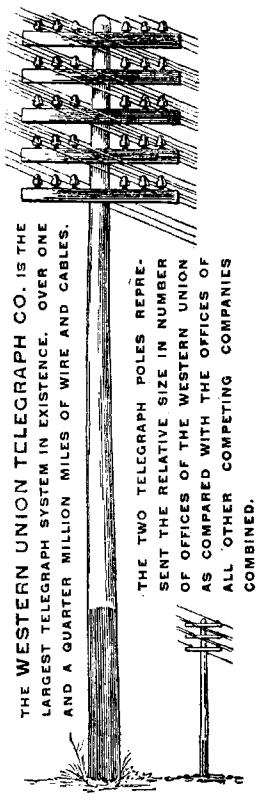
In further consideration of the reduced rate for this special "**NIGHT LETTER**" service, the following special terms are hereby agreed to:

A. **NIGHT LETTERS** may at the option of the Telegraph Company be mailed at destination to the addressees 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 permitted.

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

THEO. N. VAIL, PRESIDENT **BELVIDERE BROOKS, GENERAL MANAGER**



MONEY TRANSFERRED BY TELEGRAPH AND CABLE TO ALL THE WORLD

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Federal Reserve Bank of St. Louis

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DAVID ECCLES, PRESIDENT
GEO. H. TRIBE, VICE PREST.
JOHN PINGREE, CASHIER

M. S. BROWNING, VICE PREST.
JOHN WATSON, VICE PREST.
JAS. F. BURTON, ASST. CASHIER

U. S. DEPOSITARY

THE FIRST NATIONAL BANK

CAPITAL & SURPLUS $250,000.00

OGDEN, UTAH

Dec. 29th, 1913.

Mr. Jos. E. Caine, Managing Director,
The Oakland Commercial Club,
Oakland, California.

My dear Sir:-

Replying to your night letter of the 27th inst., beg to advise that we today wired you, confirmation of which we beg to enclose herewith. We have been receiving requests for assistance in getting the Bank located at Denver, but up to this time have not made up our minds which location would be most favorable to the Inter Mountain Country. However, of all the coast cities, San Francisco is our choice entirely.

Yours very truly,

Cashier.

JP.Ben

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Form 1804

WESTERN UNION TELEGRAM

THEO. N. VAIL, PRESIDENT

44

RECEIVED AT

1120 BROADWAY Oakland, Cal.
PHONE OAK. 408

44SF XM 15 COLLECT.

OGDEN UTAH DEC 29 1913

JOSE E CAIN

MANAGING DIRECTOR OAKLAND CAL

WE CERTAINLY FAVOR SANFRANCISCO FOR REGIONAL BANKING IN PREFER-ENCE TO

TO ANY OTHER COAST CITY

FIRST NATIONAL BANK

932M AM

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Federal Reserve Bank of St. Louis

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Form 2589 B.

DAY LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

This Company **TRANSMITS and DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following **Day Letter.** Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Day Letters**, sent at reduced rates, beyond a sum equal to ten times the amount paid for transmission: nor in any case beyond the sum of **Fifty Dollars**, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the letter is filed with the Company for transmission.

This is an **UNREPEATED DAY LETTER**, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT **BELVIDERE BROOKS, GENERAL MANAGER**

RECEIVED AT

4 159

159SF XM 21 COLLECT BLUE

OGDEN UT DEC 30 1913

JOSEPH E CAIN

OAKLAND COMMERCIAL CLUB OAKLAND CAL

SHALL BE VERY PLEASED TO AID YOU TO OBTAIN REGIONAL

BANK FOR SANFRANCISCO HOPE YOU WILL BE SUCCESSFUL BEST WISHES

JAMES PINGREE

355PM

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Federal Reserve Bank of St. Louis

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POSTAL TELEGRAPH-CABLE COMPANY

NIGHT LETTERGRAM

The Postal Telegraph-Cable Company (incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT MAIN OFFICE

MARKET & BATTERY STS., SAN FRANCISCO, Phone Kearny

DELIVERY No. 924

INDEPENDENT COMPETITIVE PROGRESSIVE

3sys 24 NL

Ogden,Utah.,Jan.31-14

E.W.Wilson,

Manager,San-Francisco,Calif.

If we cannot have reserve bank in Utah favor Sanfrancisco first Denver next .Beleive Idaho's condition very similar to ours I wish you success

Pingree National Bank.

2am 1 st,1914

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Federal Reserve Bank of St. Louis

Reproduced from the Unclassified / Declassified Holdings of the National Archives

January 31, 1914.

Regional Bank Organization Committee here Monday. Would appreciate night letter from you expressing personal opinion as to where Utah as well as southern Idaho should be connected. If southern Idaho business can be handled better elsewhere at the present time will there be a change when Canal is completed. and promised railroad from Nevada into Southern Idaho is built.

E.W.Wilson,

shall be charged for the transmission of a NIGHT LETTERGRAM containing fifty words or less, and one-fifth of the standard day rate for a ten-word day message shall be charged for each additional ten words or less in such NIGHT LETTERGRAM.

To guard against mistakes or delays, the sender of a NIGHT LETTERGRAM should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated NIGHT LETTERGRAM rate is charged in addition. Unless otherwise indicated on the face of this blank, THIS IS AN UNREPEATED NIGHT LETTERGRAM AND IS PAID FOR, OR AGREED TO BE PAID FOR, AS SUCH, in consideration whereof it is agreed between the sender of the NIGHT LETTERGRAM 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 NIGHT LETTERGRAM, 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 NIGHT LETTERGRAM, beyond fifty times the sum received for sending the same, UNLESS SPECIALLY VALUED AND INSURED; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in obscure Night Lettergrams.

2. Correctness in the transmission of NIGHT LETTERGRAMS to any point on the lines of the Company can be INSURED by contract in writing, stating agreed amount of risk, and payment of premium thereon, at the following rates, in addition to the usual charge for REPEATED NIGHT LETTERGRAMS, viz: one per cent. for any distance not exceeding 1,000 miles and two per cent. for any greater distance.

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

4. NIGHT LETTERGRAMS 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 NIGHT LETTERGRAMS until the same are accepted at one of its transmitting offices, and if such a NIGHT LETTERGRAM is sent to such office by one of the Company's messengers, the latter 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 thirty days after the NIGHT LETTERGRAM is filed with the Company for transmission.

In further consideration of the reduced rate for this special "NIGHT LETTERGRAM" service, the following special terms are hereby agreed to:

A. NIGHT LETTERGRAMS may at the option of the Telegraph Company be mailed at destination to the addressees and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such NIGHT LETTERGRAM at destination, postage prepaid.

B. NIGHT LETTERGRAMS shall be written in plain English. Cipher or code language is not permitted.

7. The above terms and conditions shall be binding upon the receiver as well as the sender of this NIGHT LETTERGRAM.

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

This is an UNREPEATED NIGHT LETTERGRAM and is transmitted and delivered by request of the sender under the conditions named above. Errors can be guarded against only by repeating the NIGHT LETTERGRAM back to the sending station for comparison.

CLARENCE H. MACKAY, PRESIDENT,

CHARLES C. ADAMS, SECOND VICE-PRES. EDWARD J. NALLY, VICE-PRES. AND GENERAL MANAGER CHARLES P. BRUCH, THIRD VICE-PRES.

POSTAL TELEGRAPH—FASTEST SERVICE IN THE WORLD

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Federal Reserve Bank of St. Louis

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Form 1864

WESTERN UNION TELEGRAM

THEO. N. VAIL, PRESIDENT

RECEIVED AT

98SF XM PN 19 COLLECT 4 EX

98

SALT LAKE UT DEC 29 1913

JOSEPH E CAINE

MANAGING DIRECTOR OAKLAND COMMERCIAL CLUB OAKLAND CA

ALL INTERESTS HERE AND SURROUNDING TERRITORY

UNITED IN PROMOTING SALT LAKES CLAIM FOR REGIONAL BANK

J COSGRIFF

PRESIDENT CONTINENTAL

NATIONAL BANK

1205PM

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Federal Reserve Bank of St. Louis

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Form 2289 B.

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following **Night Letter**. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Night Letters**, sent at reduced rates, beyond a sum equal to ten times the amount paid for transmission; nor in any case beyond the sum of **Fifty Dollars**, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED NIGHT LETTER**, and is delivered by request of the sender, under the conditions named above.

GEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT S. E. Cor. Pine and Montgomery Sts., San Francisco ALWAYS OPEN

63SX SW 37 NL

SALT LAKE UTAH FEB 1 1914 674

E W WILSON

CARE INTERNATIONAL BANKING CORPORATION SAN FRANCISCO

LAYING ALL SENTIMENT ASIDE AND AFTER SERIOUS CONSIDERATION I AM FIRMLY OF THE OPINION THAT UTAH AND SOUTHERN IDAHO SHOULD BE WITHIN THE CHICAGO DISTRICT AND NEITHER CANAL OR RAILROADS WILL CHANGE THE SITUATION FOR A GENERATION

J E COSGRIFF

529PM

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Form 1864

WESTERN UNION TELEGRAM

THEO. N. VAIL, PRESIDENT

1120 BROADWAY PHONE OAK. 408 Oakland, Cal. ALWAYS OPEN

RECEIVED AT

47 ST XM TO COLLECT

47

SALTLAKE UTAH DEC 29 1913

JOS E CAINE

MGR OAKLAND COMMERCIAL CLUB OAKLAND CAL

THE DESERET NATIONAL BANK FAVORS SANFRANCISCO FOR REGIONAL BANK.

JOHN C CUTTER

948AM

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Federal Reserve Bank of St. Louis

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January 30, 1914.

Regional Bank Organization Committee here Monday. Would appreciate night letter from you expressing personal opinion as to where Utah as well as southern Idaho should be connected. If southern Idaho business can be handled better elsewhere at the present time will there be a change when Canal is completed. and promised railroad from Nevada into Southern Idaho is built.

E.W.Wilson.

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Form 2289 B.

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

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This is an **UNREPEATED NIGHT LETTER,** and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT S. E. Cor. Pine and Montgomery Sts., San Francisco ALWAYS OPEN

CHARGED

1541

64SXMX 43 COLLECT NL 1 EX

SALTLAKE UTAH JAN 31ST 1914

E V WILLSON ESQ

MANAGER INTERNATIONAL BANKING CORPORATION SANFRANCISCO

OF COURSE OUR FIRST CHOICE FOR A REGIONAL BANK IS SALTLAKE SECOND CHOICE SANFRANCISCO DO NOT THINK A RAILROAD FROM NEVADA TO SOUTHERN IDAHO OR THE COMPLETION OF THE PANAMA CANAL WOULD MAKE A PARTICLE OF DIFFERENCE TO UTAH OR IDAHO

MCCORNICK AND CO

BANKERS

330P

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Federal Reserve Bank of St. Louis

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January 30, 1914.

Regional Bank Organization Committee here Monday. Would appreciate night letter from you expressing personal opinion as to where Utah as well as southern Idaho should be connected. If southern Idaho business can be handled better elsewhere at the present time will there be a change when Canal is completed and promised railroad from Nevada into Southern Idaho is built.

E.W.Wilson.

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FRANK KNOX, PRESIDENT
JAMES A. MURRAY, V. PRES.
W.F. EARLS, CASHIER
E.A. CULBERTSON, ASST. CASH.
DEWITT KNOX, ASST. CASH.
GEO. G. KNOX ASST. CASH.

UNITED STATES DEPOSITARY
National Bank of the Republic
CAPITAL $ 300,000
Salt Lake City

December 30th, 1913.

Joseph E. Caine, Managing Director,

OAKLAND COMMERCIAL CLUB

Oakland, Calif.

Friend Joe: I received your night letter, but as our Clearing House Association was to hold a meeting today to take up the question of securing a Federal Reserve Bank for this city, I did not know what reply to make, farther than that the organizing committee has not segregated the United States into eight or twelve districts yet, and I do not know what section of the country we will be apportioned to; if to a section taking in San Francisco, personally, I would be in favor of that city, although we are instructed to secure one here; of course, I am not giving that any consideration, because I do not think there would be a chance, and San Francisco would be the best place for us. Denver is also making strenuous efforts to secure it. Cannot tell anything about it until I see the report.

Yours very truly,

Frank Knox

President.

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Federal Reserve Bank of St. Louis

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Form 1864

WESTERN UNION TELEGRAM

THEO. N. VAIL, PRESIDENT

1126 BROADWAY Oakland, Cal. ALWAYS OPEN
PHONE OAK 308

RECEIVED AT

52

52SF XM 26 COLLECT. 5 EX

SALTLAKE CITY UTAH DEC 29 1913

JOSEPH E CAINE

MANAGING DIRECTOR OAKLAND COMMERCIAL CLUB OAKLAND CAL

WE STRONGLY FAVOR SANFRANCISCO THE GEOGRAPHICAL AND FINANCIAL CENTER OF PACIFIC COAST AS THE PROPER LOCATION FOR A REGIONAL BANK.

NATIONAL CITY BANK

W.F.ADAMS,VICE-PRESIDENT

1002AM

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Federal Reserve Bank of St. Louis

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POSTAL TELEGRAPH-CABLE COMPANY

NIGHT LETTERGRAM

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT McDonough Bldg 4-6-14th St, Oakland, Cal. Phone Oakland 203

DELIVERY NO.

INDEPENDENT COMPETITIVE PROGRESSIVE

25.SF.D.....69.NL. 4 Extra

SaltLake Ut Dec 28th-13

Jos E Caine
Managing Director Oakland Commercial Club Oakland Cal

We are very hopeful that a united systematic effort of banks and business interests in this intermountain section will be inaugurated to land a regional bank for SaltLake, failing in that am convinced that Utah banking and commercial interests will be pratically unanimous for Utah to be made part of territory under jurisdiction of regional bank located in SanFrancisco consult Wilson in re my views

W W Armstrong
President National Copper Bank

9.30.PM

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Washington, D. C.

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Federal Reserve Bank of St. Louis

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Form 2138

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case beyond the sum of **Fifty Dollars**, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT — BELVIDERE BROOKS, GENERAL MANAGER

RECEIVED AT

6200

CH V 65 COLLECT GOVT

645

PO SAN FRANCISCO CALIF DEC 27 13

SECY TREASURY WASHINGTON

COURT ROOM DISTRICT COURT NUMBER ONE AVAILABLE UNTIL JANY FIFTH
COURT ROOM DISTRICT COURT NUMBER TWO AVAILABLE COURT ROOM CIRCUIT OF

APPEALS AVAILABLE UNTIL JANY TWENTY FOURTH EXCEPT SHORT SESSION JANY

FIFTH COURT ROOM MUSTER IN CHANCERY AVAILABLE FROM DEC TWNTY
NINTH UNTIL JANY THIRD INCLUSIVE GRAND JURY ROOM TWO HUNDRED

THREE USED GENERALLY TUESDAY & FRIDAY AVAILABLE OTHER TIMES

FAY CUSTODIAN

611PM

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Federal Reserve Bank of St. Louis

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Form 298

WESTERN UNION

0190

NIGHT TELEGRAM

1914 JAN 25 AM 12 21

THEO. N. VAIL, PRESIDENT

RECEIVED AT D4CH TR 60 COLLECT NIGHT GOVT

12/50

HN HASTINGS NEBR JANY 24 1914

M C ELLIOTT

TREASURY DEPT WASHINGTON DC

1914 JAN 25 AM 12 17

YOU MAY SEND YOUR LETTER TO FRANK DAVIS AS PER
COPY ENCLOSED WITH YOURS OF THE TWENTY SECOND INSTANT I
WILL ANSWER LETTER TO PRESIDENT ABOUT CIVIL SERVICE ARRANGE ALL
HEARINGS SANFRANCISCO FOR MONDAY FEBRUARY SECOND SPOKANE HAS BEEN GIVEN
OPTION OF HEARING AT PORTLAND OR SEATTLE AUSTIN UNSETTLED

W G MCADOO

1216AM

JF

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Federal Reserve Bank of St. Louis