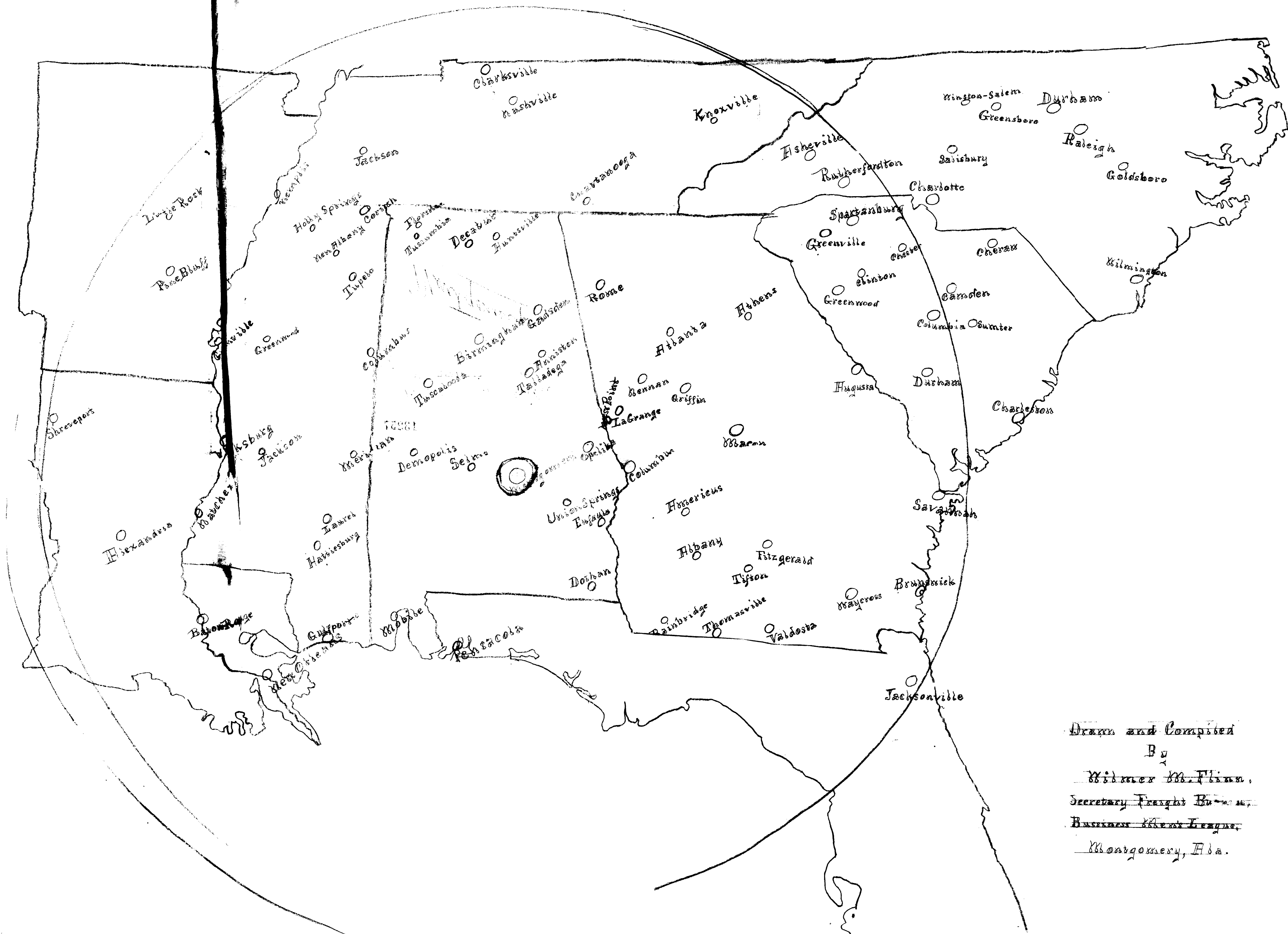


HG+
2562
.D7U5M7

U.S. Reserve Bank Organization Committee.
Exhibits and letters submitted at
hearings... (Montgomery, Ala)

#17



Drawn and Compiled
By
Widener M. Flinn,
Secretary Freight Bureau,
Business Men's League,
Montgomery, Ala.

The Montgomery Clearing House Association

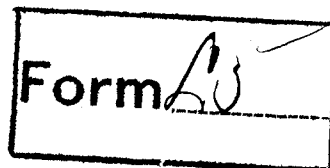
MONTGOMERY, ALABAMA

December 31, 1913, was/k

Hon. W. G. McAdoo.

Secretary of the Treasury,

Washington, D. C.

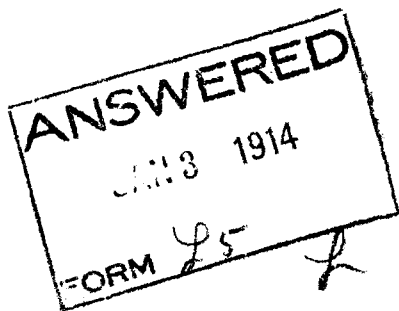


Sir:-

At a meeting of the Montgomery Clearing House Association, December 29th, a resolution was passed to make application to the Treasury Department for the appointment of Montgomery as a Regional Reserve Bank location, and the Clearing House Association would ask to be allowed a hearing at the proper time and place.

Yours truly,


President,
Montgomery Clearing House Association.





LOUIS B. FARLEY, PRESIDENT

B. P. CRUM, 1ST VICE-PRESIDENT
J. S. PINCKARD, 2ND VICE-PRESIDENT

MICHEL VINCENTELLI, CASHIER
GROVER KEYTON, MGR. SAVINGS DEPT.

THE NEW FARLEY NATIONAL BANK

DESIGNATED DEPOSITARY STATE OF ALABAMA
SOLE DESIGNATED DEPOSITARY CITY OF MONTGOMERY

Montgomery, Ala.

January 31st, 1914.

Reserve Bank Organization Committee,
Washington, D. C.

Gentlemen:-

Replying to your circular letter without date, enclosing cards in reference to points for the location of the Federal Reserve Banks, we beg to return the cards herein, and to say that it is our preference that the Federal Reserve Bank that serves the district in which this City is located would best serve the district if located in MONTGOMERY, ALABAMA; our second choice would be Atlanta, Georgia; third choice would be New Orleans, Louisiana.

In giving the location of the eight and twelve bank proposition, we believe that the eight banks now contemplated to be organized should be located for the best interests of the entire country in the following cities:

MONTGOMERY, ALABAMA (Second Choice Atlanta, Georgia,
(Third choice, New Orleans, La.)
New York City, New York.
Louisville, Ky.
Chicago, Ill.,
Kansas City, Mo.
Dallas, Texas.
Denver Colo.
San Francisco

If twelve are selected, the four in addition to the above eight should be:

New Orleans, La.
Washington, D. C.
Minneapolis, Minn.
Seattle, Washington.

The above distribution of the Federal Reserve Banks would on account of the volume of business transacted in each of the sections of the country be adequately served in the opinion of the writer by the establishment of banks at the points named.



B. P. CRUM, 1ST VICE-PRESIDENT
J. S. PINCKARD, 2ND VICE-PRESIDENT

LOUIS B. FARLEY, PRESIDENT

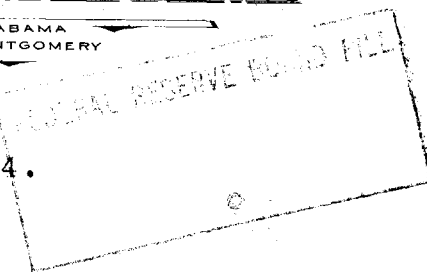
MICHEL VINCENTELLI, CASHIER
GROVER KEYTON, MGR SAVINGS DEPT.

THE NEW FARLEY NATIONAL BANK

DESIGNATED DEPOSITARY STATE OF ALABAMA
SOLE DESIGNATED DEPOSITARY CITY OF MONTGOMERY

Montgomery, Ala.

January 31, 1914.



Reserve Bank Organization Committee #2.

The Eastern half of the United States should get eight of the twelve banks for largely in excess of two thirds of the business of the country is done in the Eastern half of our continental territory, as will be admitted.

There is no better place in the South to serve a given district than the Capital City of Alabama, which is in the center of the cotton growing district. This entire territory could be served by the establishment of a Regional Reserve Bank in Montgomery, even if Atlanta and New Orleans are not taken into consideration. Montgomery is just half way between those points and the railroad connections have fast schedules between Montgomery and points in Tennessee, North & South Carolina, Georgia, Florida, Mississippi, Arkansas and Louisiana, and really are sufficient to guarantee the advisability of locating a Regional Reserve Bank in Montgomery, Alabama.

Yours very truly,

Louis B. Farley
President.

The Honorable Reserve Bank Organization Committee:-

In asking your Honorable Committee to consider her claims for a Regional Reserve Bank Montgomery takes it for granted that the Gulf States will be regarded as one of the great subdivisions of the United States.

Montgomery has always been recognized as the logical centre of that great subdivision, and this committee begs leave to submit a few facts and figures upon which that conclusion is based.

Trade statistics and railway authorities agree that Montgomery is the best distributing point in the South. A map which accompanies this paper shows that a circle with Montgomery as the center and with a radius of 400 miles embraces Memphis, Tennessee, on the North West; Shreveport, Louisiana on the extreme West; Clarksville, Tennessee, on the North; Spartanburg, South Carolina, and Savannah, Georgia, on the East; Jacksonville and Pensacola, Florida, Mobile and New Orleans on the South.

Trains leaving Montgomery late in the afternoon could reach all these points before business hours the next morning, and would provide an overnight schedule for currency shipments for that immense territory.

A region composed of the States of Tennessee, Georgia, Florida, Alabama, Mississippi and Louisiana would include one eighth of the population of the entire country, and would produce nearly one half of the cotton crop of the world and one third of the corn crop of the South.

The total money value of its annual products of factories, farms, forests and mines would exceed two and one half billions of dollars.

Montgomery is the heart of this wealth-producing region.

Alabama ranks third in the Union in total Iron Ore production.

The Coal and Iron tonnage of Alabama is more than two thirds of the total tonnage of the cotton crop of the country.

Mobile is the cheapest coaling port in the world; is the

nearest Gulf Port to the Panama Canal, Cuba, Central America and South America, and is at the mouth of the second largest navigable river system in the United States.

Montgomery is at the head of Alabama River navigation, and lies midway between Mobile and two billion tons of Iron Ore and sixty eight billion tons of Coal in North Alabama.

At Montgomery's very doors Old World Capital is harnessing for distribution throughout the State one of the most gigantic Water-Power propositions on the Continent.

Montgomery should be the focus for the Capital which must eventually be at hand for the immense development which will follow this happy arrangement by nature on one side of Montgomery of these inexhaustible mineral resources and on the other side of her water transportation to Ocean Ports.

Montgomery reaches the East through the Southern Railway; has three different trunk lines to the Atlantic Seaboard; The Central, The Coast Line, The Seaboard; is connected with both the Gulf of Mexico and the Mississippi River by the Louisville & Nashville, the Mobile & Ohio and the Western Railways: is connected with the Gulf of Mexico and the Great Lakes by the Louisville & Nashville, and is in direct and immediate contact with every point of prominence in this district through the various branches of these great systems of trunk line roads.

To emphasize the importance of Montgomery as a centre of Agricultural interests and development the following facts are cited: Montgomery next to St. Louis is the largest market for mules in the country: the largest manufacturer of Commercial Fertilizer in the Gulf States, and the third largest in the world. She is the third largest Grocery Jobbing center South of the Ohio River, and is the third largest distributing point on that railroad, the Louisville & Nashville, which spans the South from the Ohio River to the Gulf of Mexico.

This Committee believes that your final judgment will

be based more on the possibilities of business in a region

(3)

and the adaptability of a City for centralizing the great resources of that region, than on the volume of business already done in a congested area or locality, and therefore takes heart in presenting Montgomery's Cause.

Another Member of the Committee, Mr. Farley, will present in more detail the practical points in connection with the Banking resources and facilities involved in considering this matter.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Christopher", with a long, sweeping underline that extends to the left and then curves back under the name.

*Rail-road data relative to Schedules etc to various
 points from Montgomery, Ala.*

		Railroad upon which located	Mileage, Short Line	Trains per day		Deposits For year 1913
				No. of Arrival	No. of Departure	
Albany,	Ga.	(A.C.L.)	148	(5	5)	\$1,478,000
		(C.of Ga.)		(4	4)	
		(Ga. Nor.)		(2	2)	
		(G. SW. & G.)		(2	2)	
		(S. A. L.)		(2	2)	
Alexandria,	La.	(C. R. I. & P.)	468	(2	2)	\$2,726,000
		(La. & Ark.)		(2	2)	
		(L. R. & N.)		(2	2)	
		(M. L. & T.)		(2	2)	
		(St. L. I. M. & S.)		(3	3)	
		(Tex. & Pac.)		(5	5)	
Americus,	Ga.	(C. of Ga.)	153	(4	4)	\$1,640,000
		(S. A. L.)		(3	3)	
Asheville,	N.C.	Southern	435	12	12	\$3,145,000
Athens,	Ga.	(C. of Ga.)	329	(2	2)	\$2,266,000
		(G. N. R. R.)		(2	2)	
		(Georgia)		(3	3)	
		(S. A. L.)		(4	4)	
Anniston,	Ala.	(L. & N. R. R.)	134	(3	3)	\$2,063,000
		(Southern)		(7	7)	
Atlanta,	Ga.	(A. & W. P.)	175	(2	7)	\$33,336,000
		(A. B. & A.)		(2	2)	
		(C. of Ga.)		(7	7)	
		(Georgia)		(6	6)	
		(L. & N. R. R.)		(3	3)	
		(N. C. & St. L.)		(5	5)	
		(S. A. L.)		(7	7)	
		(Southern)		(18	19)	
Augusta,	Ga.	(Aug. Sou.)	349	(3	3)	\$17,719,000
		(C. of Ga.)		(3	3)	
		(C. & W. C.)		(2	2)	
		(Ga. & Fla.)		(2	2)	
		(Southern)		(8	8)	
Bainbridge,	Ga.	(A. C. L.)	174	(4	4)	\$823,000
		(G. F. & A.)		(2	2)	
Baton Rouge,	La.	(L. R. & N.)	398	(3	3)	\$2,977,000
		(M. L. & T.)		(2	2)	
		(N. O. T. & M.)		(2	2)	
		(Y. & M. V.)		(6	6)	

Page 2

		Railroad upon which located	Mileage, Short Line	Trains per day		Deposits For year 1913
				No. of Arrival	No. of Departure	
		(A.G.S.)		(5)	(5)	
		(A.B.&A.)		(2)	(2)	
		(C. of Ga.)		(3)	(3)	
		(St. L. & S.F.)		(4)	(4)	
Birmingham,	Ala.	(Ill. Cent.)	97	(2)	(2)	\$26,106.000
		(L. & N.)		(7)	(7)	
		(M. & O.)		(2)	(2)	
		(S.A.L.)		(3)	(3)	
		(Southern)		(8)	(8)	
		(A.B. & A.)		(5)	(5)	
Brunswick,	Ga.	(A.G.L.)	333	(2)	(2)	\$1,323,000
		(Southern)		(3)	(3)	
		(A.G.S.)		(5)	(5)	
		(C. of Ga.)		(2)	(2)	
Chattanooga,	Tenn.	(C.N.O. & T.P.)	240	(6)	(6)	\$18,100,000
		(N.C. & St. L.)		(4)	(4)	
		(T.A. & G.)		(2)	(2)	
		(Southern)		(5)	(5)	
		(C. & N.W.)		(2)	(2)	
Chester,	S.C.	(L. & G.)	402	(2)	(2)	\$1,417,000
		(S.A.L.)		(3)	(3)	
		(Southern)		(3)	(3)	
		(L. & N.)		(6)	(6)	
Clarksville,	Tenn.	(Tenn. Cent.)	360	(2)	(2)	\$1,720,000
		(C.N. & L.)		(3)	(3)	
Clinton,	S.C.	(S.A.L.)	357	(3)	(3)	\$482,000
		(A.G.L.)		(3)	(3)	
		(C.N. & L.)		(3)	(3)	
		(S.A.L.)		(4)	(4)	
Columbia,	S.C.	(Southern)	414	(12)	(12)	\$8,275,000
		(C. of Ga.)		(7)	(7)	
		(S.A.L.)		(2)	(2)	
		(Southern)		(3)	(3)	
Columbus,	Ga.	(M. & O.)	92	(3)	(3)	\$3,735,000
		(Southern)		(2)	(2)	
		(S. Ry. in M.)		(2)	(2)	
		(Ill. Cent.)		(2)	(2)	
Columbus,	Miss.	(M. & O.)	167	(3)	(3)	\$1,728,000
		(Southern)		(4)	(4)	
		(Ill. Cent.)		(2)	(2)	
Corinth,	Miss.	(M. & O.)	248	(3)	(3)	\$640,000
		(Southern)		(4)	(4)	
		(D. & N.R.R.)		(5)	(5)	
Decatur,	Ala.	(Southern)	183	(4)	(4)	\$1,618,000
		(Southern)		(4)	(4)	
Demopolis,	Ala.	Southern	99	3	3	\$725,000

		Railroad upon which located	Mileage, Short Line	Trains per day		Deposits for year 191
				No. of Arrival	No. of Departure	
Dothan,	Ala.	(A. & S.T.A.B.) (A.G.L.) (G. of Ga.)	119	(2) (5) (3)	(2) (5) (3)	\$1,253,000
Eufaula,	Ala.	G. of Ga.	80	4	4	\$830,000
Fitzgerald,	Ga.	(A.B. & A.) (Ocil. Sou.) (S.A.L.)	207	(4) (2) (2)	(4) (2) (2)	\$775,000
Florence,	Ala.	(L. & N.) (Southern)	227	(2) (5)	(2) (5)	\$647,000
Gadsden,	Ala.	(A.G.S.) (L. & N.) (N.C. & St. L.) (Southern) (T.A. & G.)	157	(5) (2) (2) (2) (2)	(5) (2) (2) (2) (2)	\$1,313,000
Greenville,	Miss.	(S. Ry. in M.) (Y. & M.V.)	344	(6) (5)	(6) (5)	\$2,462,000
Greenville,	S.C.	(G. & W.C.) (Gre. & Knox) (Southern)	336	(3) (3) (12)	(3) (3) (12)	\$3,556,000
Greenwood,	Miss.	(S. Ry. in M.) (Y. & M.V.)	289	(3) (6)	(3) (6)	\$1,678,000
Greenwood,	S.C.	(G. & W.C.) (S.A.L.) (Southern)	329	(2) (3) (3)	(2) (3) (3)	\$1,127,000
Griffin,	Ga.	(G. of Ga.) (Southern)	172	(8) (3)	(8) (3)	\$644,000
Gulfport,	Miss.	(G. & S.I.) (L. & N.)	231	(2) (7)	(2) (7)	\$1,447,000
Hattiesburg,	Miss.	(G. & S.I.) (Miss. Cent.) (N.O. & N.E.) (N.O.M. & G.)	239	(2) (2) (4) (3)	(2) (2) (4) (3)	\$2,522,000
Holly Springs,	Miss.	(Ill. Cent.) (St. L. & S.F.)	303	(2) (4)	(2) (4)	\$1,085,000
Huntsville,	Ala.	(N.C. & St. L.) (Southern)	207	(3) (4)	(3) (4)	\$2,179,000

		Railroad upon which located	Mileage, Short Line	Trains per day		Deposits for year 1913
				No. of Arrival	No. of Departure	
Jackson.	Miss?	(A. & V.)	250	(4	4)	\$4,685,000
		(G. & S. I.)		(3	3)	
		(Ill. Cent.)		(5	5)	
		(N. O. G. N.)		(3	3)	
		(Y. & M. V.)		(4	4)	
Jackson,	Tenn.	(Ill. Cent.)	348	(4	4)	\$4,318,000
		(M. & O.)		(3	3)	
		(N. C. & St. L.)		(2	2)	
Jacksonville, Fla.		(A. O. L.)	348	(10	10)	\$22,294,000
		(F. E. C.)		(6	6)	
		(G. S. & F.)		(2	2)	
		(S. A. L.)		(7	7)	
		(Southern)		(6	6)	
Knoxville,	Tenn.	(L. & N.)	351	(10	10)	\$11,788,000
		(Southern)		(12	12)	
La Grange,	Ga.	(A. & W. P.)	104	(5	5)	\$1,322,000
		(A. B. & A.)		(2	2)	
		(M. & B.)		(2	2)	
Laurel,	Miss.	(G. & S. I.)	210	(2	2)	\$1,178,000
		(N. O. & N. E.)		(4	4)	
		(N. O. M. & O.)		(4	4)	
Little Rock,	Ark.	(C. R. I. & P.)	481	(9	9)	\$14,159,000
		(St. L. & S. W.)		(2	2)	
		(St. L. I. M. & S.)		(18	18)	
Macon,	Ga.	(S. of Ga.)	224	(12	12)	\$7,309,000
		(Georgia.)		(8	8)	
		(S. S. & F.)		(6	6)	
		(M. & B.)		(2	2)	
		(M. D. & S.)		(2	2)	
		(Southern)		(6	6)	
		(C. R. I. & P.)		(8	8)	
Memphis,	Tenn.	(Frisco)	348	(7	7)	\$37,493,000
		(Ill. Cent.)		(10	10)	
		(L. & N.)		(4	4)	
		(N. O. & St. L.)		(3	3)	
		(St. L. I. M. & S.)		(10	10)	
		(St. L. & S. W.)		(3	3)	
		(Southern)		(5	5)	
		(Y. & M. V.)		(7	7)	

		Railroad upon which located	Mileage, Short Line	Trains per day		Deposits for year 1913
				No. of Arrival	No. of Departure	
Meridian,	Miss?	(A. & V.)	154	(4	(4	\$3,700,000
		(A.G.S.)		(4	(4	
		(M. & O.)		(4	(4	
		(N.O. & N.E.)		(3	(3	
Mobile,	Ala.	(Southern)	179	(7	(7	\$13,982,000
		(L. & N.)		(3	(3	
		(M. & O.)		(2	(2	
		(N.O.M. & O.)		(2	(2	
Nashville,	Tenn.	(Southern)	304	(10	(10	\$28,508,000
		(L. & N.)		(10	(10	
		(N.C. & St. D.)		(7	(7	
		(Tenn. Cent.)		(2	(2	
Natchez,	Miss.	(Miss. Cent.)	348	(2	(2	\$4,003,000
		(St. L. I. M. S.)		(2	(2	
		(Y. & M. V.)		(2	(2	
		(Frisco)		(4	(4	
New Albany,	Miss.	(N.O.M. & O.)	267	(4	(4	\$475,000
		(A. & W.P.)		(7	(7	
		(G. OF Ga.)		(2	(2	
		(Ill. Cent.)		(8	(8	
New Orleans,	La.	(L.R. & N.)	318	(2	(2	\$89,976,000
		(Frisco)		(5	(5	
		(L. & N.)		(7	(7	
		(M.L. & T.)		(6	(6	
		(N.O. & N.E.)		(5	(5	
		(N.O.G.N.)		(4	(4	
		(N.O.M. & O.)		(2	(2	
		(N.O.S. & G.D.)		(4	(4	
Opelika,	Ala.	(T.E.K. & Pac.)	66	(4	(4	\$1,211,000
		(Y. & M. V.)		(3	(3	
		(G. of Ga.)		(4	(4	
		(W. of A.)		(5	(5	
Pensacola,	Fla.	L. & N.	1 63	3	3	\$5,051,000
Pine Bluff,	Ark.	(St. L. I. M. S.)	584	(5	(5	\$5,331,000
		(St. L. S. W.)		(4	(4	
Savannah,	Ga.	(A.C.C. L.)	338	(9	(9	\$25,,208,000
		(Brinson)		(2	(2	
		(G. of Ga.)		(7	(7	
		(S. & S.)		(2	(2	
		(S. A. L.)		(8	(8	
		(Southern)		(2	(2	

		Railroad upon which located	Mileage, Short Line	Trains per day		Deposits for year 1913
				No. of Arrival	No. of Departure	
Rome,	Ga.	(C. of Ga.) (N.C. & St. L.) (Rome & Nord.) (Southern)	155	(2 (3 (2 (8	(2 (3 (2 (8	\$1,425,000
Selma,	Ala.	(L. & N.) (Southern) (W. of A.)	50	(3 (5 (3	(3 (5 (3	\$3,007,000
Sheffield,	Ala.	L. & N.	24	2	2	\$365,000
Shreveport,	La.	(H. & S. R. A.) (K. C. S.) (La. & Ark.) (L. R. & N.) (M. K. & T.) (St. L. S. W.) (Tex. & Pac.) (V. S. & P.)	466	(2 (3 (2 (3 (2 (2 (7 (4	(2 (3 (2 (3 (2 (2 (7 (4	\$12,639,000
Spartanburg,	S. C.	(C. & G.) (C. & W. C.) (Glenn Spg.) (Southern)	356	(2 (3 (2 (12	(2 (3 (2 (12	\$3,017,000
Talladega,	Ala.	(A. B. & A.) (L. & N.) (Southern)	118	(2 (2 (3	(2 (2 (3	\$1,144,000
Thomasville,	Ga.	(A. B. & A.) (A. C. L.) (Fla. Cent.)	210	(2 (5 (2	(2 (5 (2	\$830,000
Tifton,	Ga.	(A. B. & A.) (A. C. L.) (G. S. & F.)	188	(2 (6 (6	(2 (6 (6	\$600,000
Tupelo,	Miss.	(Frisco) (M. & O.)	241	(4 (3	(4 (3	\$1,690,000
Tuscaloosa,	Ala.	(A. G. S.) (L. & N.) (M. & O.)	107	(5 (2 (3	(5 (2 (3	\$1,935,000
Tuscumbia,	Ala.	(L. & N.) (Southern)	226	(2 (4	(2 (4	\$39,000
Union Springs,	Ala.	(B. & S. E.) (C. of Ga.)	41	(3 (2	(3 (2	\$702,000

		Railroad upon which located	Mileage, ShortLine	Trains per day		Deposits for year 1918
				No. of Arrival	No. of Departure	
Dalton,	Ga.	(A.C.L.)	255	(3	3)	\$2,683,000
		(G. & F.)		(3	3)	
		(G.S. & F.)		(4	4)	
		(V.M. & W.)		(2	2)	
Vicksburg,	Miss.	(A. & V.)	294	(5	5)	\$5,667,000
		(V.B. & P.)		(5	5)	
		(Y. & M. V.)		(6	6)	
Waycross,	Ga.	(A.B. & A.)	260	(2	2)	\$714,000
		(A.C.L.)		(14	14)	
		(Way. Sou.)		(2	2)	
		(Way. & West.)		(2	2)	
West Point,	Ga.	(A. & W.P.)	88	(5	5)	\$496,000
		(Chatt. Val.)		(2	2)	
		(V. of A.)		(5	5)	
Winona,	Miss.	(Ill. Cent.)	263	(5	5)	\$586,000
		(S. Ry. in M.)		(4	4)	

*Filed by Mr. Kohn
New Orleans La
2-12-14*

PROPOSED LOCATIONS

OF

REGIONAL BANKS

TO SERVE THE FOLLOWING STATES:

New York City.

Maine - New Hampshire - Vermont -
Massachusetts - Rhode Island - Connecticut -
New York - Pennsylvania - New Jersey -
Maryland - District of Columbia.
10 States.

Louisville.

Indiana - Ohio - West Virginia - Virginia -
North Carolina - Kentucky.
6 States.

Montgomery.

Tennessee - South Carolina - Georgia -
Florida - Louisiana - Mississippi - Alabama.
7 States.

Chicago.

Michigan - Wisconsin - Minnesota - Iowa -
Illinois - Dakota.
6 States.

Kansas City.

Arkansas - Missouri - Kansas - Nebraska -
South Dakota.
5 States.

Dallas.

Texas - Oklahoma - New Mexico.
3 States.

Denver.

Colorado - Wyoming - Montana - Idaho - Utah.
5 States.

San Francisco.

Washington - Oregon - California - Nevada -
Arizona.
5 States.

Number of States 47.

Exhibit "A"

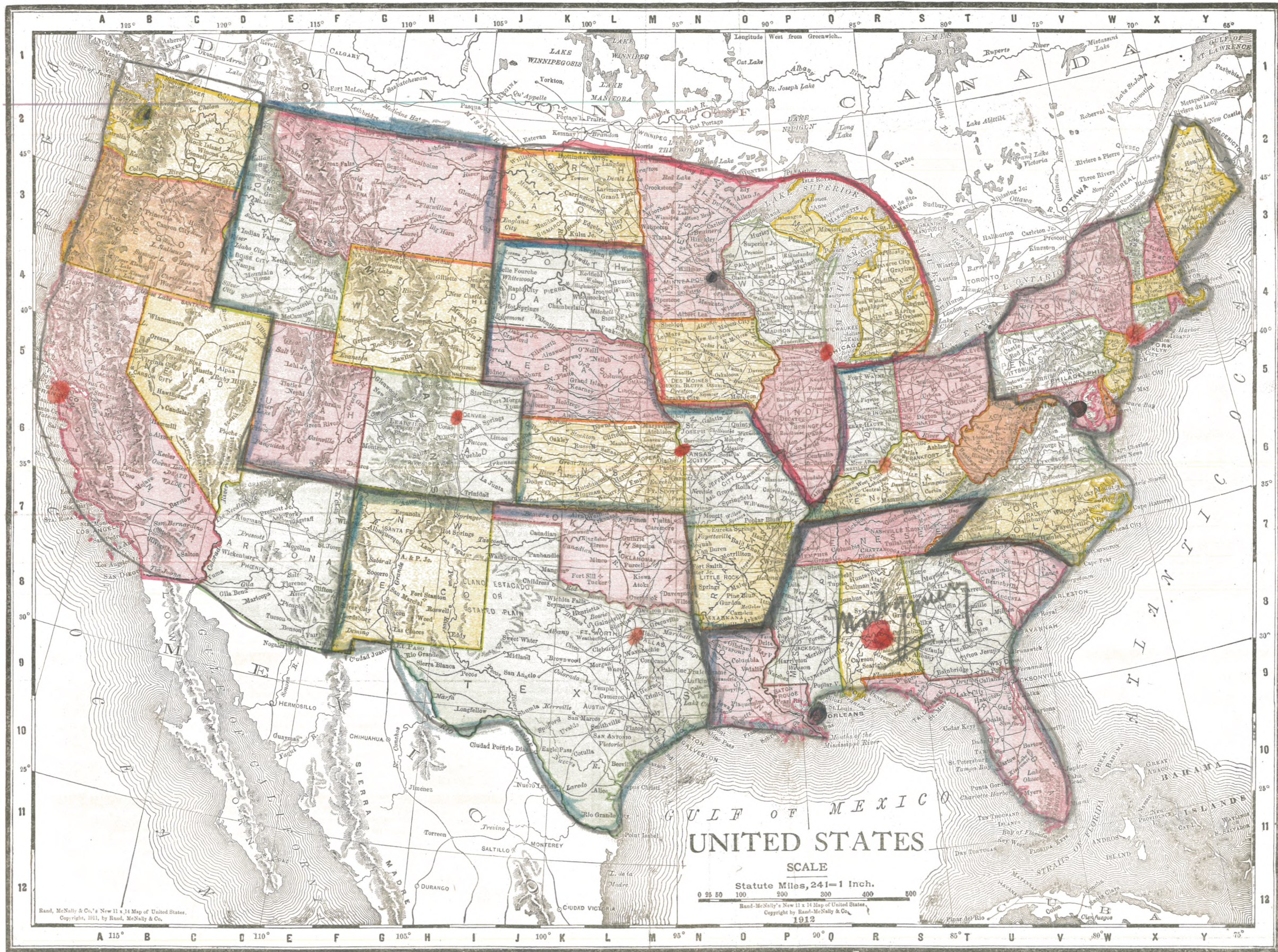
DISTANCE AND TIME BETWEEN THE FOLLOWING POINTS:

	No. Miles	No. Hrs.
New York and Louisville	923	24
Louisville and Montgomery	490	14
Montgomery and Dallas	531	20
Dallas and Kansas City	682	15
Louisville and Kansas City	500	14
New York and Chicago	908	20
Chicago and Louisville	308	12
Chicago and Kansas City	582	15
Kansas City and Denver	640	15
Denver and San Francisco	2017	42

DISTANCE AND TIME BETWEEN MONTGOMERY AND THE FOLLOWING POINTS:

Lake Charles, La.	538	21
Shreveport, La.	436	19
New Orleans, La.	318	9
Vicksburg, Miss.	294	12
Corinth, Miss.	259	12-1/2
Memphis, Tenn.	345	12
Lexington, Tenn.	466	15
Cumberland Gap, Tenn.	422	24
Spartanburg, S. C.	367	12
Charleston, S. C.	453	17
Columbia, S. C.	403	16
Savannah, Ga.	338	12
Brunswick, Ga.	329	12
Bainbridge, Ga.	172	7
Pensacola, Fla.	182	8
Jacksonville, Fla.	347	12
Tallahassee, Fla.	212	9
Miami, Fla.	713	27

Exhibit B.



YOUR NUMBER

¶ The number directly under the name of your bank is the **American Bankers Association Transit Number**, given to you by **The Rand-McNally Bankers' Directory** under the authority invested in us by that Association

¶ **This Directory** is the **only publication in existence** (except the "Key to the Numerical System of the American Bankers Association," also compiled and published exclusively by us) which can give the **number of every new bank in the United States up to date of publication.** For explanation of the system see page 18 or write to us for free booklet.

The Rand-McNally Bankers' Directory

KEY AND GUIDE

ALPHABETICALLY ARRANGED AS TO SUBJECTS

Important for Users of the Rand-McNally Bankers' Directory

THE ORIGINAL "BANKERS' BLUE BOOK"

The most accurate and comprehensive Book of Reference published for Bankers, Lawyers, and Business Men.

"A Reliable Book published by a Reliable House." Accept no Substitute.

41st Year

JANUARY, 1913

74th Edition

NEW CENSUS AND NEW TRANSIT NUMBER EDITION

American Bankers Association	Members of, indicated by a	• after name of bank.
Bank Examiners	National and State, with addresses	Pages 21-22.
Bankers Associations	and Officers	Page 20.
Banks	of United States, National, State, and Private; statement, officers, general information	Indexed alphabetically as to States.
Brokers	in principal cities	Alphabetical.
Calendar	for year	Page 7.
Canada	Banks of, giving all branches, officers, capital, cor- respondents, etc.	Indexed "Cana."
Cashiers and Assistant Cashiers	Alphabetically arranged, enabling the location of a bank by the name of its officers	Indexed "Cash."
Census of 1910	under name of each banking town and in Lawyers' List.	
Clearing House Members	in each city, indicated by a	* before the name of bank.
Clearing Houses	in United States and Canada, with names of officers	Page 19.
Comptrollers' Calls	to National Banks, dates of, from 1886 to date	Opposite Page 12.
Correspondents	of each bank given	After name of bank.
County	in which town is located given	After name of each town.
County Seat	indicated by a	* before name of town.
Date of Organization	indicated by	Figures after name of bank.
Directors	of Banks and Trust Companies	Indexed "Direct."
Financial Statement	of every bank in United States and Canada given after name of bank	Indexed as to States.
Foreign Banks	and Bankers (Special List)	Indexed "Forgn."
Foreign Coins	Value of, in U. S. Money	Page 24.
Foreign Languages	Table of cardinal numbers and commercial terms, in ten languages	Page 23.
Foreign Lawyers	Specially prepared list	Under index "Lawy."
Grace, Days of	Alphabetically arranged as to states	Page 14.
Holidays	Table of, according to states	Opposite Page 13.
Index to Directory		Page 12.
Interest Rates	Alphabetically arranged, for quick reference	Page 14.
Islands	Cuba, Hawaii, Porto Rico, and Philippines, Banks of	Indexed after States.
Laws	A carefully prepared digest of Banking and Com- mercial Laws of each state	Indexed "Laws."
Lawyers	Recommended by banks in each banking town in United States and Canada. Special list of for- eign attorneys	Indexed "Lawy."
Legislatures	Dates of Meetings	Opposite Index "Laws."
Location of Towns on State Maps	(Map given with each state) indicated by	Guide Letter and Figure after each town.
Maps	Rand-McNally's newest maps of states, principal cities, Canadian Provinces, Mexico, etc.	See Index Page 12. Inserted in proper geographical position.
Mexico	Banks of, capital, officers, etc.	Indexed "Mexico."
National Banks	Organized, Insolvent, and in Voluntary Liquidation, from beginning of the system	Page 16.
Negotiable Instruments	Map showing laws relating to, for ready reference	Between pages 12 and 13.
Non-Bank Towns	Showing nearest accessible banking points, and whether Money-Order Office, Telegraph Station, or Express Office	Indexed "Acces."
Numerical System of A. B. A.	explanation and map of	Page 18 and map opposite.
Officers	of every bank in United States, Canada, and Mexico given after name of bank	Indexed by States.
Population of Banking Towns	(Census of 1910) shown by	Figures under name of town.
Postage Rates	and Postal Regulations	Page 13.
Private Banks	(Unincorporated) indicated by a	† after name of bank.
Protested Bills	Damages for, arranged for quick reference	Page 14.
Reserve Cities	for National Banks	Opposite Page 24, etc.
State Bankers Associations	Members of, indicated by a	‡ after name of bank.
State Banks	(Incorporated) indicated by a	§ after name of bank.
Statutes of Limitations	Arranged for quick reference	Page 14.
Transit Numbers	Supplied exclusively by The Rand-McNally Bank- ers' Directory under the authority of The Amer- ican Bankers Association	Under name of each bank.

RAND McNALLY & CO., Publishers, Rand-McNally Building, CHICAGO, U. S. A.

Honorable Members Federal Reserve Organization Committee,

New Orleans, Louisiana.

Exhibit No. 2
Hearing at

Gentlemen:

In presenting the claims of my native City, Montgomery, Alabama, as the most logical Southern City for the location of one of the Federal Reserve Banks, whether only eight are created or the maximum number twelve, permit me to emphasize its geographical location as being in the very center and by comparison more central than any other City of seven of the most important of the Southern Agricultural States, namely: Tennessee, South Carolina, Georgia, Florida, Louisiana, Mississippi and Alabama, and on this account drawn close by its endless bands of steel to every town and hamlet in these seven States, and in consequence thereof stands peerless in its readiness to serve in conjunction with the Government of the United States not only the seven States named, but another still to the North (Kentucky) and still another farther to the West (Arkansas). Exhibit "A" attached.

Montgomery on account of its adequate railroad facilities, its six trunk lines and other short lines reaches almost over night the farthestmost point in each of the seven States. Its mail service to these points is no less quick than its service by express. Exhibit "B" attached.

The trunk lines entering into Montgomery are the Louisville & Nashville Railroad from Cincinnati to New Orleans, reaching intermediate points;

The Atlantic Coast Line Railroad, the western terminus of which is Montgomery, reaches by quick schedules the Cities of Savannah, Charleston, Columbia, Wilmington and Richmond, and towards the South, Brunswick, Georgia and Jacksonville, Florida, and covers the Western portion of the State of Florida, having its terminus at Tampa, Florida, with a branch as far South as Ft. Myers, Florida;

The Seaboard Air Line Railroad by quick schedule reaches Savannah and all intermediate Alabama and Georgia points, having from Savannah lines to all Central and Western Florida points.

The Western Railway of Alabama, whose terminus for its main line and Selma branch is Montgomery, connects with the Louisville & Nashville Railroad from the South, running through trains with fast schedules to the Cities of Charlotte, Richmond, Washington, New York, Baltimore, Philadelphia and other Eastern points, reaching intermediate points in Georgia and Alabama before connecting with the Southern Railway

The western Railway of Alabama also has a branch to Selma, Alabama, connecting there with the Southern Railway and the Louisville & Nashville Railroad, thus reaching many other points in Western Alabama and the State of Mississippi;

The Mobile & Ohio Railroad, whose terminus is Montgomery, has through trains with fast schedules to St. Louis, Missouri, touching Tuscaloosa, Alabama, West Point and Corinth, Mississippi, and Jackson and Union City, Tennessee, and other points in the State of Tennessee en route to St. Louis, having through connection at West Point, Mississippi to Meridian, Mississippi and other points in Mississippi to Mobile, Alabama;

The Central of Georgia Railway, having Montgomery as its terminus, has through lines to Macon, Savannah, Atlanta, Augusta and all intervening points in Alabama and Georgia.

These Cities and all other points within the seven States named can be reached with a few possible exceptions overnight.

In substantiation of the convenience of the railroad schedules from Montgomery, this City is the only City of size in the South which has no trains leaving the City after 10:00 P. M. The argument being that mail or express matter from Montgomery is always at any reasonable destination by early business hours next morning.

Attached hereto is Exhibit Marked "10" showing the time that express leaves Montgomery over the various lines, and the time it reaches the furthestmost boundary of the adjoining States.

At this time there are fifty eight passenger, mail and express trains in and out of Montgomery per day, by which connections to and from all points can be made.

The Union passenger Station records show that 1850 pieces of baggage were recently handled at the Union Station in Montgomery in two hours on an ordinary day, and in one month a total of over 35,000 pieces of baggage were handled. This Station was opened to the public on May 6th, 1898, less than sixteen years ago. During August of that year there was handled in and out of that Station (which does not include freight) 6348 engines and cars; during August 1913 there were handled 12,454 engines and cars, or practically double the number.

To further prove the point of recognized railroad facilities enjoyed by Montgomery this City with a population much less than either Memphis, Tennessee or New Orleans, Louisiana, rivals these two Cities

as the most important Wholesale Distributing point in the entire South, ranking now as third and annually gaining on Memphis for second place.

To substantiate this relative standing of Montgomery as a distributing point, it is a matter of record that on the Louisville & Nashville Trunk Lines from Cincinnati to New Orleans the tonnage handled by said road ranks: Cincinnati first, Louisville second and Montgomery, Alabama third. *q*

No City in either of the seven States mentioned first reaches a greater number of points outside of their own State than does Montgomery, Alabama in the distribution of her merchandise, home grown and manufactured products.

Should Montgomery be chosen as a point for one of the Federal Reserve Banks and the District to be served by such bank be as suggested, then the National Banks in said District would contribute to the stock of such Federal Reserve Bank the sum of \$5,726,613.00, there being 476 National Banks in the district having an aggregate capital and surplus of approximately \$95,443,396.00.

Should all State banking institutions in this district join the Federal Reserve system there would be subscribed approximately the sum of \$8,774,208.00 to the capital of the Federal Reserve Bank, there being 2571 State banking institutions in the seven states named with capital and surplus of approximately \$146,236,815.00. *X*

Alabama has 90 National Banks with a capital and surplus of \$16,031,583.00 and 292 State banks with a capital and surplus of approximately \$15,445,085.00.

Montgomery, Alabama has four National Banks with a capital and surplus of \$2,515,000 (exclusive of Undivided profits) (Statements January 13th, 1913), and six State Banking Institutions with a capital and surplus of \$881,762.00. (Oct. 21, 1913.)

National Banks, ip-so facto, being the immediate reliance of the framers of the Federal Reserve Act to bring into life the Federal Reserve system are found in Montgomery, Alabama exactly double in number to those operating in each of the other three large cities in Alabama.

The Clearings of the City of Montgomery for the year 1908 were \$28,641,228.05, and for the year 1913 \$51,449,584.16, making an increase in five years of \$22,808,356.11, or about eighty per cent.

It is shown by the latest abstract of the report of condition of national Banks as published by the Comptroller of the Currency under

date of November 20th, 1913 that in the aggregate the capital and surplus of all National Banks was \$1,785,705,285.00 (Capital \$1,059,402,908.00 and surplus \$726,302,377.00). The capital and surplus of all National Banks in Alabama is \$16,031,583.00, which is a fair proportion based on the commercial development of the State which is as yet in its infancy. These figures compare favorably with a majority of the States of the Union.

The district to be served by Montgomery as a Federal Reserve Banking point consisting of seven states has over five per cent of the whole capital and surplus of all of the National Banks.

The number of State banks doing business in Alabama is 292. This number based on a percentage calculation averages as large a percentage of State Banks as the average of all other States.

The number of National Banks in the proposed district to be served by Montgomery is 476 or over six per cent of those eligible (7509).

The number of National Banks doing business in Alabama is 90, or nearly one fifth of the number doing business at this time in the seven States mentioned.

I take it for granted that in the selection of the location of any Federal Reserve bank that neither the population of the City nor the present capitalization of its banks will be taken into serious consideration, and that the eligibility of any suggested City from the standpoint of volume of business, with attendant facilities for the prompt handling of same, will prove the main consideration, and as Montgomery is in the very heart of and, in fact, the hub in the wheel of the agricultural district, the circle of which embraces in full the seven States named, it is felt that no better selection could be reached than the selection of this most central and progressive City, who submits its claims as the logical point for the location of the Federal Reserve Bank strictly and entirely upon its own merits and without overtures having been made on the part of its bankers or citizens to any other City in the district to which it aspires to serve.

*Presented by
Louis B. Farley
President
The New Farley National Bank,
Montgomery, Ala.*

State	No. Banks	DEPOSITS	TOTAL DEPOSITS
<u>Alabama</u>	90 National 292 State	43,525,062.18 37,791,892.24	81,316,954.42
<u>Florida</u>	53 National 197 State	33,104,644.68 33,722,820.00	66,827,464.68
<u>Mississippi</u>	33 National 335 State	14,643,856.99 59,167,525.00	73,811,381.99
<u>Georgia</u>	117 National 717 State	52,295,237.58 64,541,320.00	116,836,557.58
<u>So. Carolina</u>	48 National 369 State	21,724,859.74 29,208,780.00	50,933,639.74
<u>Louisiana</u>	26 National 244 State	35,352,795.27 82,696,990.00	118,049,785.27
<u>Tennessee</u>	109 National 417 State	62,895,220.91 77,898,413.00	140,793,633.91
Total		Deposits \$	648,569,417.59

Railroad	Train No.	Leaves Montgomery	Passes Furthestmost Boundary of	Time
L & N	2	9:00 A. M.	Tennessee	9:00 P.M.
"	4	6:00 P. M.	"	4:00 A.M.
"	8	9:00 P. M.	"	9:30 A.M.
M & O	104	9:35 A. M.	"	1:00 A.M.
C of Ga.	12	5:10 P. M.	Georgia	5:00 A.M.
W of Alabama	40	8:30 A. M.	"	3:30 P.M.
"	34	12:50 P. M.	"	8:30 A.M.
"	36	6:10 P. M.	"	2:30 A.M.
S. A. L.	12	7:20 A. M.	"	5:40 P.M.
C of Ga..	6	8:05 A. M.	"	4:50 P.M.
W of Ala.	40	8:30 A. M.	So. Carolina	11:40 P.M.Fol. Day
"	34	12:50 P. M.	"	3:40 A.M. "
"	36	6:10 P. M.	"	9:40 A.M. "
C of Ga..	6	8:05 A. M.	"	4:00 A.M. "
"	12	5:10 P. M.	"	1:10 P.M. "
A. C. L.	58	6:50 P. M.	Florida	1:30 P.M. "
"	180	6:05 A. M.	"	1:50 A.M. "
"	44	4:00 P. M.	"	1:00 P.M. "
L & N.	3	8:15 P. M.	"	12:10 P.M. "
"	1	11:25 A. M.	"	1:20 A.M. "
"	5	7:20 A. M.	Louisiana	7:00 P.M. "
"	1	11:25 A. M.	"	9:00 P.M.
"	36	8:15 P. M.	"	7:15 A.M.
"	37	10:10 P. M.	"	7:25 A.M.
M & O	104	9:35 A. M.	Mississippi	9:35 P.M.Fol. Day
W of Ala.	43	7:05 A. M.	"	7:15 P.M.
"	33	11:10 A. M.	"	10:30 P.M.
"	39	8:00 P. M.	"	9:00 A.M.
L & N	12	7:00 A. M.	"	7:00 P.M.
"	2	9:00 A. M.	"	9:00 P.M.
"	4	6:00 P. M.	"	6:20 A.M.
"	8	9:00 P. M.	"	9:50 A.M.

LOCAL TRAINS FOR ALABAMA, GEORGIA, AND FLORIDA POINTS.

Railroad	Train No..	Leaves Montgomery	Daily
L & N.	66	9:10 A. M.	"
"	28	3:15 P. M.	"
"	10	3:30 P. M.	"
C of Ga.	12	4:45 P. M.	"
L & N.	68	5:10 P. M.	"
M & O	58	3:40	"

Exhibit "C "