

**Headquarters
Western Defense Command
and Fourth Army**

Presidio of San Francisco, California

Public Proclamation No. 1

March 2, 1942

**HEADQUARTERS WESTERN DEFENSE COMMAND
AND FOURTH ARMY
PRESIDIO OF SAN FRANCISCO, CALIFORNIA
PUBLIC PROCLAMATION NO. 1.**

March 2, 1942.

TO: The people within the States of Arizona, California, Oregon, and Washington, and the Public Generally.

WHEREAS, By virtue of orders issued by the War Department on December 11, 1941, that portion of the United States lying within the States of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona and the Territory of Alaska has been established as the Western Defense Command and designated as a Theatre of Operations under my command; and

WHEREAS, By Executive Order No. 9066, dated February 19, 1942, the President of the United States authorized and directed the Secretary of War and the Military Commanders whom he may from time to time designate, whenever he or any such designated commander deems such action necessary or desirable, to prescribe military areas in such places and of such extent as he or the appropriate Military Commander may determine, from which any or all persons may be excluded, and with respect to which the right of any person to enter, remain in, or leave shall be subject to whatever restrictions the Secretary of War or the appropriate Military Commander may impose in his discretion; and

WHEREAS, The Secretary of War on February 20, 1942, designated the undersigned as the Military Commander to carry out the duties and responsibilities imposed by said Executive Order for that portion of the United States embraced in the Western Defense Command; and

WHEREAS, The Western Defense Command embraces the entire Pacific Coast of the United States which by its geographical location is particularly subject to attack, to attempted invasion by the armed forces of nations with which the United States is now at war, and, in connection therewith, is subject to espionage and acts of sabotage, thereby requiring the adoption of military measures necessary to establish safeguards against such enemy operations:

NOW THEREFORE, I, J. L. DEWITT, Lieutenant General, U. S. Army, by virtue of the authority vested in me by the President

of the United States and by the Secretary of War and my powers and prerogatives as Commanding General of the Western Defense Command, do hereby declare that:

1. The present situation requires as a matter of military necessity the establishment in the territory embraced by the Western Defense Command of Military Areas and Zones thereof as defined in Exhibit 1, hereto attached, and as generally shown on the map attached hereto and marked Exhibit 2.

2. Military Areas Nos. 1 and 2, as particularly described and generally shown hereinafter and in Exhibits 1 and 2 hereto, are hereby designated and established.

3. Within Military Areas Nos. 1 and 2 there are established Zone A-1, lying wholly within Military Area No. 1; Zones A-2 to A-99, inclusive, some of which are in Military Area No. 1, and the others in Military Area No. 2; and Zone B, comprising all that part of Military Area No. 1 not included within Zones A-1 to A-99, inclusive; all as more particularly described and defined and generally shown hereinafter and in Exhibits 1 and 2.

Military Area No. 2 comprises all that part of the States of Washington, Oregon, California and Arizona which is not included within Military Area No. 1, and is shown on the map (Exhibit 2) as an unshaded area.

4. Such persons or classes of persons as the situation may require will by subsequent proclamation be excluded from all of Military Area No. 1 and also from such of those zones herein described as Zones A-2 to A-99, inclusive, as are within Military Area No. 2.

Certain persons or classes of persons who are by subsequent proclamation excluded from the zones last above mentioned may be permitted, under certain regulations and restrictions to be hereafter prescribed, to enter upon or remain within Zone B.

The designation of Military Area No. 2 as such does not contemplate any prohibition or regulation or restriction except with respect to the zones established therein.

5. Any Japanese, German or Italian alien, or any person of Japanese Ancestry now resident in Military Area No. 1 who changes his place of habitual residence is hereby required to obtain and execute a "Change of Residence Notice" at any United States Post Office within the States of Washington, Oregon, California and Arizona. Such notice must be executed at any such

Post Office not more than five nor less than one day prior to any such change of residence. Nothing contained herein shall be construed to affect the existing regulations of the U. S. Attorney General which require aliens of enemy nationalities to obtain travel permits from U. S. Attorneys and to notify the Federal Bureau of Investigation and the Commissioner of Immigration of any change in permanent address.

6. The designation of prohibited and restricted areas within the Western Defense Command by the Attorney General of the United States under the Proclamations of December 7 and 8, 1941, and the instructions, rules and regulations prescribed by him with respect to such prohibited and restricted areas, are hereby adopted and continued in full force and effect.

The duty and responsibility of the Federal Bureau of Investigation with respect to the investigation of alleged acts of espionage and sabotage are not altered by this proclamation.

J. L. DeWITT,
Lieutenant General, U. S. Army,
Commanding.

EXHIBIT No. 1.

Description of Military Area No. 1.

Beginning at the point in the State of Washington where the westerly line of U.S. Highway #97 intersects the International Boundary Line between Canada and the United States; thence in a southerly direction along the westerly line of U.S. Highway #97 to the point where the same intersects the westerly line, projected, of U.S. Highway #10-A near the junction of the Columbia River with the Wenatchee River; thence southerly along the westerly and southerly line of U.S. Highway #10-A to the bridge across the Columbia River connecting Wenatchee and East Wenatchee, Washington; thence southerly along the westerly bank of the Columbia River to the westerly side of the ferry landing approximately 2 miles south of Maryhill, Washington; thence southerly across the Columbia River to the point where the southerly line of U.S. Highway #30 intersects the westerly line of U.S. Highway #97; thence southerly along the westerly line of U.S. Highway #97 through the State of Oregon and into the State of California to the point where the same, projected, intersects the westerly line of U.S. Highway #99; thence southerly along the said westerly line of U.S. Highway #99 to the point where the same intersects the westerly line

of U.S. Highway #99-E, projected, at the junction of U.S. Highway #99-W and #99-E at or near Red Bluff, California; thence southerly along the westerly line of U.S. Highway #99-E to the point where the same intersects the southerly line of the paved road running easterly from Lincoln, California, to Newcastle, California; thence in an easterly direction along the southerly line of said paved road to the point where the same, projected, intersects the easterly line of U.S. Highway #40 at or near Newcastle, California; thence in a northeasterly direction along the easterly line of U.S. Highway #40 to the point where the same intersects the westerly line of California State Highway #49 in the vicinity of Auburn, California; thence in a southerly direction along the westerly line of California State Highway #49 to a point in the vicinity of Mariposa where the same intersects the westerly line of the paved, improved and unimproved road running in a southerly direction to Morman Bar and Ben Hur to the point at or near Raymond where the said paved, improved and unimproved road through Morman Bar and Ben Hur to the point at or near Raymond where the same intersects the southerly line of a road running in an easterly direction from Raymond to Coarse Gold; thence along the said southerly line of the said road to a point where the same intersects the west line of California State Highway #41 at or near Coarse Gold, California; thence in a southerly direction along the westerly line of California State Highway #41 to its point of intersection with the city limits of the City of Fresno; thence easterly, southerly and westerly along said city limits to the point where the same intersects the westerly line of U.S. Highway #99 south of Fresno; thence southerly along the westerly line of U.S. Highway #99 to the point where the same intersects the southerly line of California State Highway #198 west of Visalia, California; thence in an easterly direction along the southerly line of California State Highway #198 to the point where the same intersects the westerly line of California State Highway #65 approximately 2 miles north of Exeter, California; thence in a southerly direction along the westerly line of California State Highway #65 to the point at or near Ducor, California, where the same intersects the southerly line of a paved road running easterly from Ducor to Fountain Springs; thence easterly along the southerly line of said road to the point at or near Fountain Springs where the same intersects the westerly line of the paved road running in a southeasterly direction from Fountain Springs to Glennville; thence along the westerly line

of said road from Fountain Springs to the point at or near Glennville, where the same intersects a paved and improved road running east from Glennville past Kern County Park to the intersection of the paved road between Isabella and Kernville at a point south of Kernville, California; thence along the southerly line of said road to the point where the same intersects the westerly line of the paved road between Isabella and Kernville, California, about 1 mile south of Kernville; thence in a southerly direction along the westerly line of said road to the point at or near Isabella, California, where the same intersects the southerly line of California State Highway #178; thence in an easterly direction along the southerly line of California State Highway #178 through Walker Pass to the point where the same intersects the easterly line of U.S. Highway #6 at Freeman, California; thence in a northeasterly direction along the easterly line of U.S. Highway #6 to the point, approximately 3 miles north of Freeman, where the same intersects the south side of the paved road running in an easterly direction from U.S. Highway #6 to Inyokern, California; thence along the southerly line of said road to the point at or near Inyokern where the same intersects the westerly line of U.S. Highway #395; thence in a southerly direction along the westerly line of U.S. Highway #395 to the point where the same intersects the southerly line of U.S. Highway #466 approximately 3 miles east of Kramer, California; thence along the southerly line of U.S. Highway #466 to the point where the same intersects the southerly line of U.S. Highway #66 at or near Barstow, California; thence in an easterly direction along the southerly line of U.S. Highway #66 across the Colorado River to the point at or near Topock, Arizona, where the same intersects the southerly line of the improved road running from Topock in an easterly direction to Yucca, Arizona; thence along the southerly line of said road to the point at or near Yucca, Arizona, where the same intersects the westerly line of the improved road running in a southeasterly direction from Yucca to Signal, Arizona; thence along the westerly line of said road to the point at or near Signal, Arizona, where the same intersects the easterly line of the unimproved road running in a northeasterly direction to Wilkieup, Arizona; thence in a northeasterly direction along the easterly line of said road to the point, approximately 16 miles northeast of Signal, Arizona, where the same intersects the southerly line of the improved road running from said intersection through Hillside to Congress Junction, Arizona; thence along the westerly

line of said road to the point at or near Congress Junction, where the same intersects the westerly line of U.S. Highway #89; thence in a southerly direction along the westerly line of U.S. Highway #89 to the point where the same intersects the city limits of the city of Phoenix, Arizona; thence in an easterly and southerly direction along said city limits to the point where the same intersects the southerly line of U.S. Highway #80/89 east of Phoenix, Arizona; thence easterly along the southerly line of U.S. Highway #80/89 to the intersection with the southerly line of U.S. Highway #60/70 at or near Florence Junction, Arizona; thence easterly along the southerly line of U.S. Highway #60/70 to the intersection of easterly line of U.S. Highway #60 projected and southerly line of U.S. Highway #70; thence easterly along the southerly line of U.S. Highway #70 to the Arizona-New Mexico State Line; thence south along the Arizona-New Mexico State Line to the International Boundary between the United States and Mexico; thence westerly along said International Boundary Line and International Boundary Line extended to a point in the Pacific Ocean 3 miles seaward of the Continental Limits of the United States; thence northwesterly across the Gulf of Catalina to a point in the Pacific Ocean 3 miles southwest of China Point, San Clemente Island; thence northwesterly along the southeast and southwest shore of San Clemente Island parallel to and at a distance of 3 miles westerly therefrom to a point in the Pacific Ocean 3 miles southwest of the southwesterly extremity of San Nicholas Island; thence northwesterly to a point in the Pacific Ocean 3 miles west of Pt. Bennett, San Miguel Island; thence northwesterly to a point in the Pacific Ocean 3 miles west of Pt. Arguello; thence generally northwest paralleling the shore at a distance 3 miles seaward therefrom to a point in the Pacific Ocean 3 miles west of Pigeon Point; thence northwesterly to a point in the Pacific Ocean 3 miles west of the most westerly extremity of the Farallon Islands; thence generally north along a line 3 miles seaward of the shore line from Pt. Reyes to a point in the Pacific Ocean northwest of Tatoosh Island, Washington, where the 3 mile limit intersects the International Boundary Line between Canada and the United States, extended; thence along said International Boundary Line extended and International Boundary Line through the Straits of Juan de Fuca, Haro Strait, Strait of Georgia and easterly to the point of beginning.

Description of Zone A-1.

All that portion of Military Area No. 1 lying westerly and southerly of a certain line extending generally in a southerly and easterly direction from the Northern boundary of the United States to the boundary between the states of Arizona and New Mexico, said line being particularly described as follows:

Beginning at the point in the State of Washington north of Sumas, Washington, where the International Boundary Line between Canada and the United States intersects the westerly line of Washington State Highway #1-A; thence in a southerly direction along the westerly line of Washington State Highway #1-A through Nooksack, Deming, Sedro Woolley, McMurray, Arlington, Hartford, Machias, Washington, to the point where the same intersects the westerly line of U.S. Highway #10-A at or near Snohomish, Washington; thence in a southeasterly direction along the westerly and southerly line of U.S. Highway #10-A to the point where the same intersects the westerly line of Washington State Highway #15-B at or near Monroe, Washington; thence southerly along the westerly line of Washington State Highway #15-B to the point where the same projected intersects the southerly line of U.S. Highway #10 at or near Fall City, Washington; thence westerly along the southerly line of U.S. Highway #10 to the point where the same intersects the westerly line of the paved and improved road running in a southerly direction from Issaquah through Walsh, Ravensdale, to Black Diamond, Washington; thence in a southerly direction along the westerly line of said road to the intersection of the same with the westerly line of Washington State Highway #5 at or near Black Diamond, Washington; thence in a southerly direction along the westerly line of Washington State Highway #5 to the point where the same intersects the westerly line of Washington State Highway #5-E at or near Buckley, Washington; thence in a southwesterly direction along the westerly line of Washington State Highway #5-E to the road junction about one mile east of Orting, Washington; thence continuing in a southerly direction along the westerly line of Washington State Highway #5-E through Kapowsin to the point approximately 6 miles west of Kapowsin where the same intersects the westerly line of Washington State Highway #5; thence southerly along the westerly line of Washington State Highway #5 at a distance of approximately 3 miles to the point where the same intersects the northerly line of Washington State Highway #5-J

approximately 9 miles east of McKenna, Washington; thence in a westerly direction along the northerly line of Washington State Highway #5-J through McKenna to the point at or near Yelm, Washington, where the same intersects the northerly line projected of Washington State Highway #5-H; thence in a southwesterly direction along the westerly line of Washington State Highway #5-H to the point where the same projected intersects the westerly line of U.S. Highway #99 at or near Tenino, Washington; thence southerly along the westerly line of U.S. Highway #99 to the point, approximately 13 miles north of Vancouver, Washington, where the same intersects the southerly line projected of Washington State Highway #1-S; thence easterly along the southerly line of Washington State Highway #1-S a distance of approximately 6 miles to the point east of Battleground, Washington, where the same intersects the westerly line of Washington State Highway #1-U; thence southerly along the westerly line of Washington State Highway #1-U to the point at or near Orchards, Washington, where the same intersects the southerly line of Washington State Highway #8-A; thence in an easterly and southerly direction along the westerly line of Washington State Highway #8-A to the point at or near Camas, Washington, where the same intersects the southerly line of Washington State Highway #8 (U.S. Highway #830); thence southerly along a line projected across the Columbia River to the point in Fairview, Oregon, where the southerly line of U.S. Highway #30 intersects the westerly line of the paved road running southerly from Fairview to Gresham, Oregon; thence southerly along the westerly line of said Fairview-Gresham paved road to the point in Gresham where the same intersects the southerly line of Oregon State Highway #50; thence easterly along the southerly line of Oregon State Highway No. 50, approximately one-tenth of one mile to the point where the same intersects the westerly line of the improved bituminous-surfaced road running southerly from Gresham through Schiller to an intersection with Oregon State Highway #212, approximately one mile east of Damascus; thence southerly along the westerly line of said improved road through Schiller to the point approximately one mile east of Damascus where the same intersects the northerly line of Oregon State Highway #212; thence westerly along the northerly line of Oregon State Highway #212 to the point approximately one mile south of Clackamas where the same intersects the westerly line of Oregon State Highway #213; thence southwesterly along

the westerly line of Oregon State Highway #213 to the point in Oregon City where the same intersects the northerly line of Oregon State Highway #215; thence northerly along the northerly line of Oregon State Highway #215 to the point where the same intersects the westerly line of U.S. Highway #99-E; thence southwesterly along the westerly line of U.S. Highway #99-E to the point where the same intersects the northerly side of the Willamette River Bridge in Oregon City; thence northwesterly along the northerly side of the said bridge across the Willamette River to the point where the same projected intersects the northerly line of Oregon State Highway #244; thence westerly along the northerly line of Oregon State Highway #244 to the point approximately two miles west of Tualatin, where the same intersects the westerly line of U.S. Highway #99-W; thence in a southerly direction along the westerly line of U.S. Highway #99-W to the point where the same intersects the westerly line of U.S. Highway #99 at the junction of U.S. Highways #99-W and #99-E in the vicinity of Junction City, Oregon; thence southerly along the westerly line of U.S. Highway #99 to the point where the same intersects the city limits of the city of Eugene, Oregon; thence in a northerly, easterly, and southerly direction along the said city limits to the point where the same intersects the westerly line of U.S. Highway #99 southeast of Eugene, Oregon; thence in a southerly direction along the westerly line of U.S. Highway #99 to the point at or near O'Brien, Oregon, approximately 6 miles north of the Oregon-California State Line where the same intersects the southerly line of an improved and unimproved road running in an easterly and southerly direction past Takilma, Oregon, to Happy Camp, California; thence along the southerly and westerly line of said improved and unimproved road to the point at or near Happy Camp, California, where the same intersects the westerly line of California State Highway #96; thence southerly along the westerly line of California State Highway #96 to the point at or near Weitchpec, California, where the same intersects the westerly line of California State Highway #T-96; thence in a southerly direction along the westerly line of California State Highway #T-96 to the point at or near Willow Creek, California, where the same intersects the southerly and westerly line of U.S. Highway #299; thence in a southeasterly direction along the westerly and southerly line of U.S. Highway #299 to the point where the same crosses the south fork of the Trinity River in the vicinity of Salyer, California;

thence in a southerly direction along the west side of the south fork of the Trinity River to the point in the vicinity of Forest Glen, California, where the same intersects the northerly line of California State Highway #36; thence in a westerly direction along the northerly line of California State Highway #36 to the point at or near Mad River (Kuntz) where the same intersects the westerly line projected of the unimproved road running in a southerly direction from Mad River (Kuntz) through Seven Cedars, Lake Mountain, to Covelo, California; thence in a southerly direction along the westerly line of the said unimproved road to the point at or near Covelo where the same intersects the northerly line of the improved road running through Covelo to Dos Rios, California; thence in a westerly direction along the northerly line of the said improved road to the point at or near Dos Rios, California, where the same intersects the westerly line of the improved road running southerly from Dos Rios through Farley to U.S. Highway #101 at or near Longvale, California; thence in a southerly direction along the westerly line of said improved road to the point at or near Longvale where the same intersects the westerly line of U.S. Highway #101; thence in a southerly direction along the westerly line of U.S. Highway #101 to the point at or near Geyserville, California, where the same intersects the southerly line of California State Highway #28; thence in a southeasterly direction along the southerly line of California State Highway #28 to the point at or near Calistoga where the same intersects the westerly line of California State Highway #29; thence in a southeasterly direction along the westerly line of California State Highway #29 to the point approximately 13 miles north of Vallejo, California, where the same intersects the southerly line of California State Highway #12 running easterly through Cordelia, Suisun City, Fairfield, and Denverton, to Rio Vista, California; thence in an easterly direction along the southerly line of California State Highway #12 to the point approximately 1 mile east of Rio Vista where the same intersects the westerly line of California State Highway #24; thence in a southerly direction along the westerly line of California State Highway #24 to the point approximately 3 miles west of Oakley, California, where the same intersects the westerly and southerly line of California State Highway #4; thence in a southeasterly direction along the westerly and southerly line of California State Highway #4 to the point approximately one mile north of Byron, California, where the same intersects the westerly line

of the paved road running through Byron and Bethany to a junction with U.S. Highway #50 approximately 2 miles southeast of Bethany; thence in a southeasterly direction along the said paved road through Byron and Bethany to the intersection of the same with the southerly line of U.S. Highway #50; thence in a southeasterly direction along the southerly line of U.S. Highway #50 to the point approximately 3 miles east of Tracy, California, where the same intersects the westerly line of California State Highway #33; thence in a southerly direction along the westerly line of California State Highway #33 to the point where the same intersects the southerly line of California State Highway #152 approximately 10 miles west of Los Banos; thence in an easterly direction along the southerly line of California State Highway #152 to the point in or at Los Banos where the same intersects the westerly side of a paved improved and unimproved road running in a southerly direction past Mercy Hot Springs to the intersection with California State Highway #180 approximately 3 miles west of Panoche; thence in a southerly direction along the westerly line of the said paved improved and unimproved road to the point where the same intersects the southerly line of California State Highway #180 approximately 3 miles west of Panoche; thence in an easterly direction along the southerly line of California State Highway #180 to the point in or at Panoche where the same intersects the westerly line of the paved and improved road running southeasterly through Vallecitos and Idria, to Coalinga; thence southeasterly along the westerly line of said paved and improved road through Vallecitos and Idria to the point approximately 1 mile east of Coalinga where the same intersects the westerly line of California State Highway #33; thence in a southeasterly direction along the westerly line of California State Highway #33 to the point at or near Maricopa where the same intersects the southerly line of California State Highway #166; thence easterly along the southerly line of California State Highway #166 to the point approximately 4 miles north of Wheeler Ridge where the same intersects the westerly line of U.S. Highway #99; thence southerly along the westerly line of U.S. Highway #99 to the point approximately one mile south of Gorman where the same intersects the southerly line of California State Highway #138 projected; thence easterly along the southerly line of California State Highway #138 projected, to the point at Cajon, California, where the same intersects the westerly line of U.S. Highway #395; thence

southerly along the westerly line of U.S. Highway #395 to the point approximately 2 miles south of Temecula where the same intersects the southerly and westerly line of California State Highway #71; thence in an easterly and southerly direction along the southerly line of California State Highway #71 to the point approximately 4 miles west of Aguanga where the same intersects the westerly line of California State Highway #79; thence along the westerly line of California State Highway #79 to the point at or near Santa Ysabel where the same intersects the southerly line of California State Highway #78, projected; thence easterly along the southerly line of California State Highway #78, projected, to the point where the same intersects the westerly line of U.S. Highway #99; thence southeasterly along the westerly line of U.S. Highway #99 to the point at or near Brawley, California, where the same intersects the easterly line of California State Highway #111; thence northerly along the easterly line of California State Highway #111 to the point at or in Niland, California, where the same intersects an unimproved road or trail running in an easterly direction past Beal Well and Wiley Well to Ripley, California; thence easterly along the said unimproved road or trail to the point where the same intersects and joins the easterly line of the paved road running north from Ripley to U.S. Highways #60/70; thence north along the easterly line of said paved road to the point approximately 4 miles west of Blythe, California, where the same intersects the southerly line of U.S. Highways #60/70; thence easterly along the southerly line of U.S. Highways #60/70 to the point at or near Salome, Arizona, where the same intersects the westerly line of an improved road running southeasterly from the said intersection through Wintersburg to Hassayampa, Arizona; thence southeasterly along the westerly line of said improved road through Wintersburg to the point at or near Hassayampa where the same intersects the westerly line of U.S. Highway #80; thence southerly along the westerly line of U.S. Highway #80 to the point approximately one mile east of Gila Bend where the same projected intersects the southerly line of Arizona State Highway #84; thence in a southeasterly direction along the southerly line of Arizona State Highway #84 to the point where the same intersects the northerly city limits of Tucson, Arizona; thence easterly and southerly along the said city limits to the point where the same intersects the southerly line of U.S. Highway #80 south and east of Tucson, Arizona; thence easterly along the southerly

line of U.S. Highway #80 to the point at or near Benson, Arizona, where the same intersects the southerly line projected of Arizona State Highway #86; thence easterly along Arizona State Highway #86 through Cochise, Wilcox, Bowie, and San Simon, to the point where the same intersects the Arizona-New Mexico State Line.

Zone A-2. Grand Coulee Dam, Washington. Beginning at the northeast corner of Section 35, T29N, R30E, Willamette Meridian, run south along the east line of the said Section 35 to the southeast corner of the NE $\frac{1}{4}$ of the said Section 35; thence west along the east and west center line of the said Section 35 to the center thereof; thence south along the north and south center line of the said Section 35 and the north and south center line of Sections 2 and 11 of T28N, R30E, Willamette Meridian to the center of the said Section 11; thence east along the east and west center line of Sections 11 and 12 in the aforesaid township and range to the center of said Section 12; thence northeasterly in a straight line to the southwest corner of Section 5 in T28N, R31E, Willamette Meridian; thence north along the west line of the said Section 5 to the northwest corner thereof; thence east along the north line of the said Section 5 to the southeast corner of Section 31, T29N, R31E, Willamette Meridian; thence north along the east line of the said Section 31 to the northeast corner thereof; thence west along the north line of Section 31, T29N, R31E, Willamette Meridian and the north line of Section 36, T29N, R30E, Willamette Meridian, to the point of beginning.

The prohibited area includes the dam property as defined above and the area surrounding the limits of the dam property as defined above, to a distance of one mile therefrom in any direction.

Zone A-3. Long Lake Hydro Plant, Washington.

The prohibited area is the area within a circle having a radius of one mile from the power station, located within Section 13, T27N, R39E, Willamette Meridian.

Zone A-4. Gorge Project, Washington.

The prohibited area is the area within a circle having a radius of one mile from the power house, located within Section 21, T37N, R12E, and the area within a circle having a radius of one mile from the dam located within Section 11, T37N, R12E, Willamette Meridian.

Zone A-5. Diablo Dam, Washington.

The prohibited area is the area within a circle having a radius of 1 mile from the dam, located within Section 8, T37N, R13E, Willamette Meridian.

Zone A-6. Ruby Dam, Washington.

The prohibited area is the area within a circle having a radius of one mile from the dam, located within Section 35, T38N, R13E, Willamette Meridian.

Zone A-7. Baker River Dam, near Concrete, Washington.

The prohibited area is the area within a circle having a radius of one mile from the dam, located within Section 2, T35N, R8E, Willamette Meridian.

Zone A-8. Electron Hydro Plant, Washington.

The prohibited area is the area within a circle having a radius of one mile from the power plant, located within Section 4, T17N, R5E, Willamette Meridian.

Zone A-9. Cedar Falls, Washington.

The prohibited area is the area within a circle having a radius of one mile from the power plant located in Section 4, T22N, R8E, Willamette Meridian.

Zone A-10. Rock Island Hydro Plant, Washington.

The prohibited area is the area within a circle having a radius of one mile from the power station, located within Section 5, T21N, R22E, Willamette Meridian.

Zone A-11. Chelan Hydro Plant, Washington.

The prohibited area is the area within a circle having a radius of one mile from the power station, located within Section 30, T27N, R23E, Willamette Meridian.

Zone A-12. The prohibited area is the area in the States of Washington and Oregon along the Columbia River above and below the Bonneville Dam, extending on each side of the river one mile inland from the bank of the river (inclusive of U.S. Highway No. 30 and Washington State Highway No. 8) and extending downstream to a line drawn between the western limits of Bridal Veil, Oregon, and Prindle, Washington, and extending upstream to a line drawn between the eastern limits of Farley, Oregon, and Carson, Washington. Enemy aliens are denied the right to travel at any time over U.S. Highway No. 30 between Bridal Veil and Farley, Oregon, inclusive, and Washington State Highway No. 8 between Prindle and Carson, Washington, inclusive.

Zone A-15. The prohibited area is the area described as follows:

The area bounded on the North by Lincoln Street, on the East by Fir Street, on the South by Hoyt Street, and on the West by South River Road, surrounding the Reservoir and Elevated Steel Tank in Salem, Oregon, which is located at the junction of Rural and John Streets.

Zone A-16. The prohibited area is the area described as follows:

The area bounded on the North by Hoyt Street, on the East by Commercial Street, on the South by Hansen Avenue, and on the West by South River Road, surrounding the reservoir in Salem, Oregon, which is located at Candelaria Heights.

Zone A-17. The prohibited area is the area described as follows:

The area bounded on the North by Chemeketa Street, on the East by the line of North Capital Street if projected between Chemeketa and Mill Streets, on the South by Mill Street, and on the West by High Street, between State Street and Chemeketa Street, and Church Street from Mill Street to State Street surrounding the Pacific Telephone and Telegraph Company Building at 740 State Street, Salem, Oregon.

Zone A-18. Salem, Oregon. Western Union Telegraph Co. The prohibited area is the area described as follows:

The area bounded on the North by Court Street, on the East by Front Street, on the South by State Street, and on the West by Willamette River.

Zone A-19. Albany, Oregon. Western Union Telegraph Co. The prohibited area is the area described as follows:

The area bounded on the North by Water Street, on the East by Broadalbin Street, on the South by First Street, and on the West by Ferry Street.

Zone A-20. Corvallis, Oregon. The prohibited area is the area within a radius of one-half mile of the Armory located on the Oregon State College Campus.

Zone A-21. Roseburg, Oregon. Pacific Telephone and Telegraph Co. Location: 121 South Stevens Street. The prohibited area is the area described as follows:

Zone A-13. Bull Run Reserve, Oregon.

The prohibited area is the entire Reserve as set aside by an Act of Congress in 1913.

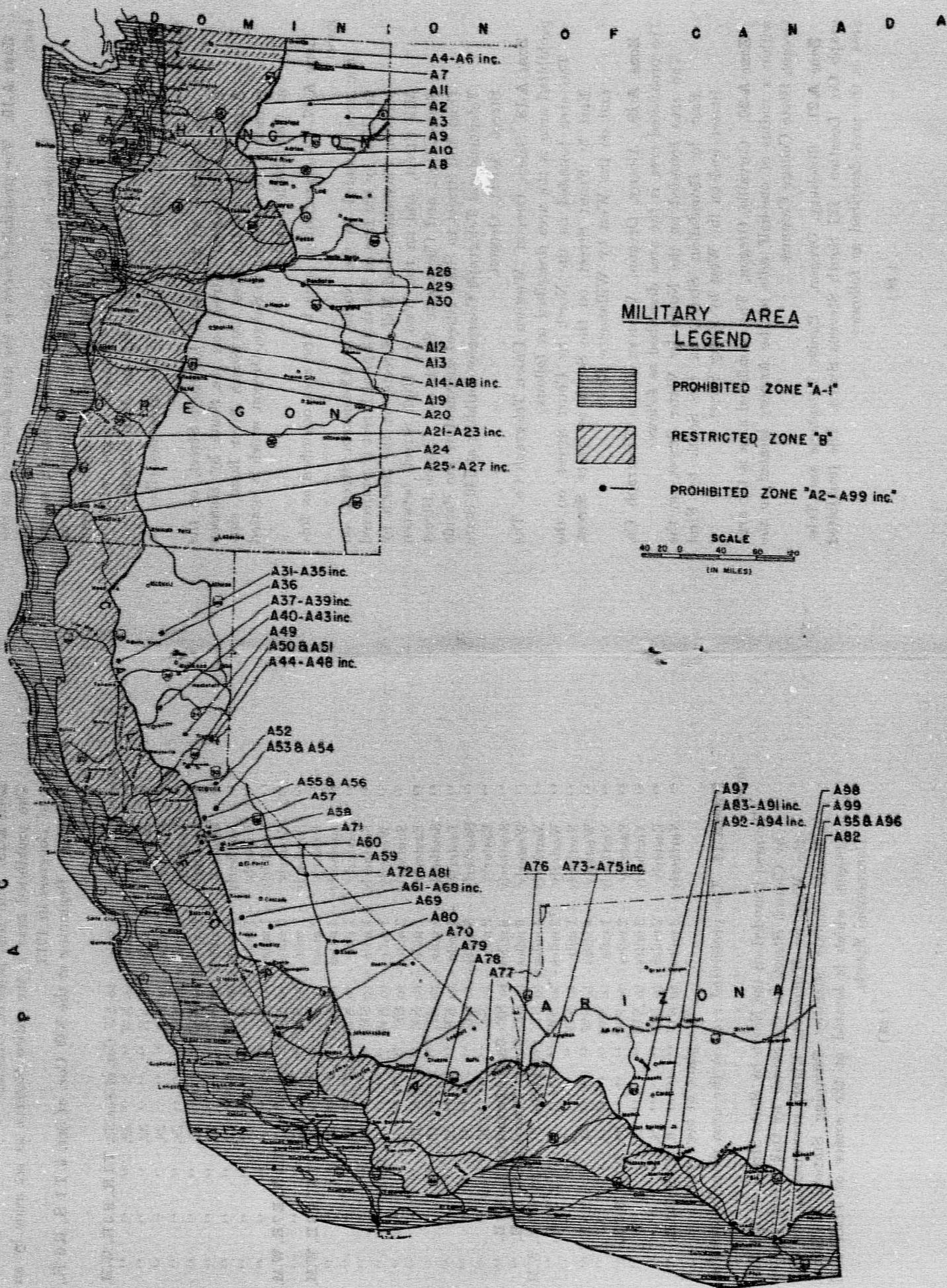
Boundary: Beginning at the NW Cor. of Sec. 6 T.1 S., R.6 E., W. Mer.,

| | | | |
|------------------|--------------|--------------------------------|----------------------|
| thence, Easterly | - 1 mile - | to SW Cor. of Sec. 32, | T.1 N., R.6 E., W.M. |
| " Northerly | - 1 mile - | to NW " " " 32, | " " " " |
| " Easterly | - 1 mile - | to NE " " " 32, | " " " " |
| " Northerly | - 1 mile - | to NW " " " 28, | " " " " |
| " Easterly | - 1 mile - | to NE " " " 28, | " " " " |
| " Northerly | - 1 mile - | to NW " " " 22, | " " " " |
| " Easterly | - 2 miles - | to NE " " " 23, | " " " " |
| " Northerly | - 2 miles - | to NW " " " 12, | " " " " |
| " Easterly | - 1 mile - | to NE " " " 12, | " " " " |
| " Northerly | - 1 mile - | to NE " " " 1, | " " " " |
| " Easterly | - 6 miles - | to NE " " " 1, | T.1 N., R.7 E., W.M. |
| " Southerly | - 1 mile - | to SE " " " 1, | " " " " |
| " Easterly | - 2 miles - | to NE " " " 8, | T.1 N., R.8 E., W.M. |
| " Southerly | - 4 miles - | to NE " " " 32, | " " " " |
| " Easterly | - 1 mile - | to NE " " " 33, | " " " " |
| " Southerly | - 1 mile - | to SE " " " 33, | " " " " |
| " Westerly | - 1 mile - | to NW " " " 4, | T.1 S., " " " |
| " Southerly | - 2 miles - | to SE " " " 8, | " " " " |
| " Easterly | - 1 mile - | to NE " " " 16, | " " " " |
| " Southerly | - 1 mile - | to SE " " " 16, | " " " " |
| " Easterly | - 1 mile - | to NE " " " 22, | " " " " |
| " Southerly | - 3 miles - | to SE " " " 34, | " " " " |
| " Easterly | - 2 miles - | to SE " " " 36, | " " " " |
| " Southerly | - 6 miles - | to SE Cor. of Township 2 S., | R.8 E., " " |
| " Westerly | - 6 miles - | to SE Cor. of Township 2 S., | R.7 E., " " |
| " Northerly | - 4 miles - | to SE Cor. of Sec. 12, T.2 S., | R.7 E., W.M. |
| " Westerly | - 12 miles - | to SW " " " 7, | " " " R.6 E., " " |
| " Northerly | - 1 mile - | to NW " " " 7, | " " " " " |
| " Westerly | - 4 miles - | to SW " " " 4, | " " " R.5 E., " " |
| " Northerly | - 1 mile - | to NW " " " 4, | " " " " " |
| " Easterly | - 2 miles - | to SW " " " 35, | T.1 S., R.5 E., " " |
| " Northerly | - 3 miles - | to NW " " " 23, | " " " " " |
| " Easterly | - 2 miles - | to NE " " " 24, | " " " " " |
| " Northerly | - 3 miles - | to NW " " " 6, | T.1 S., R.6 E., " " |

The place of beginning.

Zone A-14. The prohibited area is the area described as follows:

The area bounded on the North by State Street, on the East by Church Street, on the South by Oak Street, and on the West by Willamette River, surrounding the City Water Supply Standby Pumping Station, in Salem, Oregon, which is located at the corner of Trade and Commercial Streets.



The area bounded on the Northwest by the alley and the alley extended between Parrott and Flint Streets, on the Northeast by Washington Street, on the Southeast by Kane Street and on the Southwest by Woodward Street and Woodward Street extended to intersection of alley between Flint Street and Parrott Street extended to the southwest.

Zone A-22. Omitted.

Zone A-23. Roseburg, Oregon.

The prohibited area is the area described as follows:

The entire area within a radius of one mile of the Armory located at Oak and Kane Streets in Roseburg.

Zone A-24. Grants Pass, Oregon. Western Union Telegraph Company.

The prohibited area is the area described as follows:

The area bounded on the North by E Street, on the East by Sixth Street, on the South by F Street, and on the West by Fifth Street.

Zone A-25. Medford, Oregon. Reservoir.

The prohibited area is the area described as follows:

The area bounded on the North by Harrison Avenue, on the East by the East line of Block 1 Capital Hill addition, on the South by Capital Avenue, and on the West by Valley View Drive.

Zone A-26. Medford, Oregon. Western Union Telegraph Co.

The prohibited area is the area described as follows:

The area bounded on the North by West Main Street, on the East by South Fir Street, on the South by Eleventh Street, and on the West by South Front Street.

Zone A-27. Medford, Oregon. Pacific Telephone and Telegraph Co.

The prohibited area is the area described as follows:

The area bounded on the North by Third Street, on the East by Willamette River (Bear Creek), on the South by Main Street, and on the West by the S.P. R.R. Main Line.

Zone A-28. Umatilla, Oregon. Western Union Telegraph Co.

The prohibited area is the area described as follows:

The area bounded on the North by Third Street, on the East by F Street, on the South by Railroad Avenue, and on the West by E Street.

Zone A-29. Pendleton, Oregon. Western Union Telegraph Co. Location—(South Main Street, 100 Block). The prohibited area is the area described as follows:

The area bounded on the Northeast by Byers Avenue, on the Southeast by South Main Street, on the Southwest by Southwest Court Avenue, and on the Northwest by First Street.

Zone A-30. La Grande, Oregon. Western Union Telegraph Co. The prohibited area is the area described as follows:

The area bounded on the North by Jefferson Avenue, on the East by Depot Street, on the South by Adams Street and on the West by Chestnut Street.

Zone A-31. Pit No. 1 of Pacific Gas & Electric Company. Location: Lot 1, Sec. 10, T36N, R4E, Mt. Diablo Base and Meridian, P. O. Address: Fall River Mills, Shasta County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-32. Pit No. 3 of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 9, T36N, R2E, Mt. Diablo Base and Meridian, P. O. Address: Burney, Shasta County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-33. Lake Britton Dam of Pacific Gas & Electric Company. Location: Sec. 30, T37N, R3E, Mt. Diablo Base and Meridian, P. O. Address: Shasta County, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-34. Hat Creek No. 1 Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: SW $\frac{1}{4}$, Sec. 32, T36N, R4E, Mt. Diablo Base and Meridian, P. O. Address: Cassel, Shasta County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-35. Hat Creek No. 2 Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: SW $\frac{1}{4}$, Sec.

20, T36N, R4E, Mt. Diablo Base and Meridian, P. O. Address: Cassel, Shasta County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-36. Coleman Hydro Electric Generating Plant of Pacific Gas & Electric Company. Location: SW $\frac{1}{4}$, Sec. 32, T30N, R2W, Mt. Diablo Base and Meridian, P. O. Address: Cottonwood, Shasta County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-37. Caribou Plant of Pacific Gas & Electric Company. Location: NW $\frac{1}{4}$, Sec. 25 and SW $\frac{1}{4}$, Sec. 24, T26N, R7E, Mt. Diablo Base and Meridian, P. O. Address: Caribou, Plumas County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-38. Lake Almanor Dam of Pacific Gas & Electric Company. Location: Sec. 28, T27N, R8E, Mt. Diablo Base and Meridian, Plumas County, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-39. Butt Valley Dam of Pacific Gas & Electric Company. Location: Sec. 13, T26N, R7E, Mt. Diablo Base and Meridian, Plumas County, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-40. Bucks Creek Plant of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 29, T24N, R6E, Mt. Diablo Base and Meridian, P. O. Address: Storrie, Plumas County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-41. Bucks Storage Dam of Pacific Gas & Electric Company. Location: Sec. 33, T24N, R7E, Mt. Diablo Base and Meridian, P. O. Address: Plumas County, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-42. De Salba Hydro Electric Generating Plant of Pacific Gas & Electric Company. Location: NW $\frac{1}{4}$, Sec. 10, T23N, R3E, Mt. Diablo Base and Meridian, P. O. Address: De Salba, Butte County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-43. Big Bend Plant of Pacific Gas & Electric Company. Location: Sec. 14, T21N, R4E, Mt. Diablo Base and Meridian, P. O. Address: Las Plumas, Butte County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-44. Spaulding No. 1 Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 20, T17N, R12E, Mt. Diablo Base and Meridian, P. O. Address: Emigrant Gap, Nevada and Placer Counties, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-45. Spaulding No. 2 Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 20, T17N, R12E, Mt. Diablo Base and Meridian, P. O. Address: Emigrant Gap, Nevada and Placer Counties, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-46. Spaulding No. 3 Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: SW $\frac{1}{4}$, Sec. 16, T17N, R12E, Mt. Diablo Base and Meridian, P. O. Address: Emigrant Gap, Nevada and Placer Counties, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-47. Drum Plant of Pacific Gas & Electric Company. Location: NW $\frac{1}{4}$, Sec. 17, T16N, R11E, Mt. Diablo Base and Meridian, P. O. Address: Alta, Placer County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-48. Lake Spaulding Dam of Pacific Gas & Electric Company. Location: Secs. 10, 15, 16, 21, T17N, R12E, Mt. Diablo Base and Meridian, Nevada County, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-49. Colgate Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: SE $\frac{1}{4}$, Sec. 16, T17N, R7E, Mt. Diablo Base and Meridian, P. O. Address: Dobbins, Yuba County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-50. Halsey Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: NW $\frac{1}{4}$, Sec. 25, T13N, R8E, Mt. Diablo Base and Meridian, P. O. Address: Auburn, Placer County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-51. Wise Hydro Electric Generating Plant of the Pacific Gas & Electric Company. Location: NW $\frac{1}{4}$ of SW $\frac{1}{4}$, Sec. 16, T12N, R8E, Mt. Diablo Base and Meridian, NE $\frac{1}{4}$ of SE $\frac{1}{4}$, Sec. 17, T12N, R8E, Mt. Diablo Base and Meridian, P. O. Address: Auburn, Placer County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-52. Eldorado Plant of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 22, T11N, R12E, Mt. Diablo Base and Meridian, P. O. Address: Placerville, El Dorado County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-53. Electra Plant of Pacific Gas & Electric Company. Location: SE $\frac{1}{4}$, Sec. 32, T6N, R12E, Mt. Diablo Base and Meridian, P. O. Address: Jackson, Amador County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-54. Tiger Creek Plant of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 24, T7N, R13E, Mt. Diablo Base and Meridian, P. O. Address: Jackson, Amador County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-55. Pardee Hydro-Electric Generating Plant of East Bay Municipal Utility District. Location: On Mokelumne River, approximately 10 miles SW of Jackson. Amador-Calaveras Counties.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-56. Jackson Dam of East Bay Municipal Utility District. Location: On Mokelumne River, approximately 10 miles SW of Jackson, Amador-Calaveras Counties, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-57. Stanislaus Plant of Pacific Gas & Electric Company. Location: SW $\frac{1}{4}$, Sec. 6, T3N, R15E, Mt. Diablo Base and Meridian, P. O. Address: Stanislaus, Tuolumne County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-58. Melones Plant of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$ and NW $\frac{1}{4}$, Sec. 18, T9S, R23E, Mt. Diablo Base and Meridian, P. O. Address: North Fork, Madera County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-59. Moccasin Creek Hydro-Electric Generating Plant of the City and County of San Francisco. Location: Tuolumne River (near Groveland), Tuolumne County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-60. Early Intake Hydro-Electric Generating Plant of City and County of San Francisco. Location: Middle Fork Tuolumne River, Tuolumne County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-61. Big Creek Hydro Plant No. 1 of Southern California Edison Company. Location: Kaiser Quadrangle—SW $\frac{1}{4}$, Sec. 28, T8S, R25E, Mt. Diablo Base and Meridian, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-62. Big Creek Hydro Plant No. 2 of Southern California Edison Company. Location SE $\frac{1}{4}$, Sec. 26, T8S, R24E, Mt. Diablo Base and Meridian, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-63. Big Creek Hydro Plant No. 2A of Southern California Edison Company. Location SE $\frac{1}{4}$, Sec. 26, T8S, R24E, Mt. Diablo Base and Meridian, (Adjacent building to plant No. 2, above.) Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-64. Big Creek Hydro Plant No. 8 of Southern California Edison Company. Location: NE $\frac{1}{4}$, Sec. 27, T8S, R24E, Mt. Diablo Base and Meridian, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-65. Big Creek Hydro Plant No. 3 of Southern California Edison Company. Location: Between Sec. 17 and 18, T9S, R24E, Mt. Diablo Base and Meridian, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-66. Piedra Substation of the Southern California Edison Company. Location: NW $\frac{1}{4}$, Sec. 19, T13S, R24E, Mt. Diablo Base and Meridian, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-67. A. G. Wishon Plant of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$ and NW $\frac{1}{4}$, Sec. 18, T9S, R23E, Mt. Diablo Base and Meridian, P. O. Address: North Fork, Madera County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-68. Kerckoff Plant of Pacific Gas & Electric Company. Location: NW $\frac{1}{4}$, Sec. 2 and NE $\frac{1}{4}$, Sec. 3, T10S, R22E, Mt. Diablo Base and Meridian, P. O. Address: Auberry, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-69. Balch Plant of Pacific Gas & Electric Company. Location: NE $\frac{1}{4}$, Sec. 12, T12S, R26E, Mt. Diablo Base and Meridian, P. O. Address: Fresno, Fresno County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-70. Magunden Substation of Southern California Edison Company. Location: Caliente Quadrangle—SE $\frac{1}{4}$, Sec. 36, T29S, R28E, Mt. Diablo Base and Meridian, Kern County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-71. O'Shaughnessy Dam Hydro-Electric Generating Plant of the City and County of San Francisco. Location: Western end of Hetch Hetchy Reservoir. Tuolumne County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-72. Central Station of California Electric Power Company. Location: 5 miles North of Bishop—E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of Sec. 17, T7S, R32E, Mt. Diablo Base and Meridian, Kern County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-73. Parker Dam and Power Plant of Metropolitan Water District of Southern California. Location: 150 miles below Boulder Dam on Colorado River, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom, and the area surrounding the plant, to a distance of one mile therefrom.

Zone A-74. Intake Pumping Plant on Colorado River of Metropolitan Water District of Southern California. Location: 2 miles above Parker Dam, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-75. Gene Reservoir Pumping Plant of Metropolitan Water District of Southern California. Location: 3 miles west of Parker Dam, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-76. Copper Basin Dam of Metropolitan Water District of Southern California. Location: 2 miles west of Gene Pumping Plant on the Colorado River Aqueduct. Riverside County, California.

The prohibited area is the area surrounding the center line of the dam, to a distance of one mile therefrom.

Zone A-77. Iron Mountain Pumping Plant of Metropolitan Water District of Southern California. Location: 70 miles west of Parker Dam on the Colorado River Aqueduct. San Bernardino County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-78. Eagle Mountain Pumping Plant of Metropolitan Water District of Southern California. Location: 110 miles west of Parker Dam on the Colorado River Aqueduct, Riverside County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-79. Hayfield Mountain Pumping Plant of Metropolitan Water District of Southern California. Location: 130 miles west of Parker Dam on the Colorado River Aqueduct, Riverside County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-80. Keeler Plant of the Sierra Tale Company. Location: Western edge of town of Keeler and 300 yards east of Owens Lake. P. O. Address: Keeler, Inyo County, California.

The prohibited area is the area surrounding the Company Property, to a distance of one mile therefrom.

Zone A-81. Big Creek Hydro Plant No. 4 of the California Electric Power Company. Location: 7 miles north of Bishop—E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ and W $\frac{1}{2}$ of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Sec. 19, T7S, R32E, Mt. Diablo Base and Meridian, Kern County, California.

The prohibited area is the area surrounding the plant, to a distance of one mile therefrom.

Zone A-82. Cochise Radio Beam Tower, Cochise, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From the intersection of Highway 81 and a paved road to Manzano, 4 miles South of Cochise, South 225 yards along Highway 81, thence 225 yards West along fence, thence North 255 yards along fence to paved road, thence 225 yards East along paved road to intersection with Highway 81.

Zone A-83. Central Arizona Light and Power Company Plant, Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From the intersection of lateral 16 and the Southern Pacific Railroad, South along lateral 16 880 yards, thence West along Highway 80 880 yards, thence North 880 yards to Southern Pa-

cific Railroad, thence East along Southern Pacific Railroad 880 yards to the intersection with lateral 16.

Zone A-84. KOY Broadcasting Station, Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From the intersection of Camel Back Road and 11th Street, West along Camel Back Road 500 feet, thence North 500 feet, thence East 500 feet to 12th Street, thence South along 12th Street to the intersection with Camel Back Road.

Zone A-85. KPHO Broadcasting Station, Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From the intersection of Buckeye Road and 24th Avenue, East along Buckeye Road 465 feet, thence South 465 feet, thence West 465 feet to 24th Avenue, thence along 24th Avenue 465 feet to the intersection with Buckeye Road.

Zone A-86. Water Users' Sub-station (Switching Point), Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From a point on the South side of Buckeye Road, 300 feet East of 17th Avenue, East 165 feet along Buckeye Road, thence South 600 feet, thence West 165 feet, thence North 600 feet to the intersection with Buckeye Road.

Zone A-87. Phoenix Sub-station (Switching Point), Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From a point at the intersection of 1st Avenue and the Southern Pacific Railroad, South along 1st Avenue to the intersection with West Lincoln Street, thence West along West Lincoln Street to the intersection with 3rd Avenue, thence North along 3rd Avenue to the intersection with West Buchanan Street, thence East along West Buchanan Street to the intersection with 2nd Avenue, thence North along 2nd Avenue to the intersection with the Southern Pacific Railroad, thence East along the Southern Pacific Railroad to the intersection with 1st Avenue.

Zone A-88. KTAR Broadcasting Station, Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction from the area described as follows:

From the intersection of East Thomas Road and 36th Street, East on East Thomas Road, 440 yards, thence South 440 yards, thence West 440 yards on 36th Street, thence North along 36th Street 440 yards to the intersection with East Thomas Road.

Zone A-89. Water Supply Reservoir, Phoenix, Arizona.

A rectangular space 200 yards by 250 yards located on the North side of East Thomas Road, 600 yards West of intersection of East Thomas Road with Ingleside Avenue.

The prohibited area is the area within a distance of one mile in any direction from the reservoir.

Zone A-90. Phoenix Radio Beam Tower, Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From a point on Hunter Drive, $1\frac{1}{8}$ miles North of 8th Street, thence 225 yards North along fence, thence 225 yards East along fence, thence 225 yards South along fence, thence 225 yards West along fence to Hunter Drive.

Zone A-91. Phoenix Railroad Roundhouse, Phoenix, Arizona.

The prohibited area is the area within one half mile in any direction of the area described as follows:

From the intersection of East Harrison Street and 7th Street, East along East Harrison Street to the intersection with 16th Street, thence South along 16th Street to the intersection with Gray Street, thence West along Gray Street to the intersection with 7th Street, thence North along 7th Street to the intersection with East Harrison Street.

Zone A-92. U. S. Highway #80 Bridge and Southern Pacific Railroad Bridge over the Salt River, 1291 feet, 9 inches long, $\frac{1}{4}$ mile North of Tempe, Arizona.

a. Highway Bridge over Salt River, U. S. Highway # 80. Prohibited area is the area within a distance of one mile in any direction from the bridge excepting the right of way along the U. S. Highway #80 through the prohibited area including the bridge.

b. Southern Pacific Railroad over Salt River. The prohibited area is the area within a distance of one mile in any direction from the bridge except as stated in subpar. a, above.

Zone A-93. Cross-Cut Power Plant, Tempe, Arizona.

From the intersection of the Overflow Canal and Highway #80, North 165 yards along U. S. Highway #80, thence West 165 yards to Southern Pacific Railroad, thence South along Southern

Pacific Railroad 165 yards to Overflow Canal, thence East 165 yards along Overflow Canal to the intersection with U. S. Highway #80.

The prohibited area is the area within a distance of one mile in any direction from the plant.

Zone A-94. Mesa Sub-station (Switching Point), Mesa, Arizona.

From a point on the North side of 4th Street, 1 mile East of Mesa Drive at the intersection of 4th Street and a paved road, thence East along 4th Street 400 feet, thence North 400 feet, thence West 400 feet to a paved road, thence South 400 feet along the paved road to the intersection with 4th Street.

The prohibited area is the area within a distance of one mile in any direction from the sub-station.

Zone A-95. Benson, Gas Line (Booster Station), Benson, Arizona.

From a point 6 miles West of Benson on U. S. Highway #80; thence West along U. S. Highway #80 $\frac{1}{4}$ mile; thence North $\frac{1}{4}$ mile; thence East $\frac{1}{4}$ mile; thence South $\frac{1}{4}$ mile to U. S. Highway #80.

The prohibited area is the area within a distance of one mile in any direction from the booster station located in the area described above.

Zone A-96. Southern Pacific Railroad Bridge over the San Pedro River, 265 feet, 5 inches long, steel bridge $\frac{3}{4}$ mile East of Benson, Arizona.

The prohibited area is the area within a distance of one mile in any direction from the bridge.

Zone A-97. Southern Pacific Railroad Bridge over the Hassayampa River, 882 feet, 7 inches long, steel bridge $1\frac{1}{4}$ miles North of Hassayampa, Arizona.

The prohibited area is the area within a distance of one mile in any direction from the bridge.

Zone A-98. Southern Pacific Railroad Bridge over Rillito Creek, 301 feet, 6 inches long, steel bridge $1\frac{3}{4}$ miles North of Jaynes, Arizona.

The prohibited area is the area within a distance of one mile in any direction from the bridge.

Zone A-99. Southern Pacific Railroad Crossing (Over and Under) $\frac{3}{4}$ mile West of Irene, Arizona.

The prohibited area is the area within a distance of one mile in any direction from the bridge.

NOTE:

Each and every reference made in the foregoing descriptions of the military areas and zones thereof hereby established and proclaimed to the "line" of any highway, street, or road, refers to and is hereby proclaimed to mean the boundary line of the legal right-of-way of such highway, street, or road, as now located. Each and every highway, street, or road hereinabove proclaimed to be a part of the boundary line of any of said military area or zone thereof between the limits of its legal right-of-way is hereby declared and proclaimed to be outside of and not a part of the said military area or zone thereof which it bounds and defines.

For the purposes of this Proclamation and such further Orders and Proclamations as may subsequently be made affecting the military areas and zones thereof hereby established and proclaimed, any sidewalk or pedestrian path lying immediately adjacent and parallel to any such highway, street, or road shall be deemed to be and is hereby proclaimed to be within the "line" of such highway, street, or road referred to in the foregoing descriptions.

Each and every highway, street, road and railway right-of-way located in or passing through any military area or zone thereof (and not a part of its boundaries) is hereby proclaimed to be expressly included in such area or zone thereof and to be subject to regulations and restrictions applicable thereto.

Buildings, structures, and other premises and properties situated on that side of the said highways, streets, and roads opposite and across from the said military areas and zones thereof, bounded by said highways, streets, and roads, are not included therein. Buildings, structures, and other premises and properties situated on that side of such highways, streets, and roads which are within the said military areas and zones thereof, bounded by such highways, streets, and roads, are hereby expressly proclaimed and declared to be included in the designation of such military areas and zones, and to be subject to regulations and restrictions applicable thereto.

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**Headquarters
Western Defense Command
and Fourth Army**

Presidio of San Francisco, California

Public Proclamation No. 2

March 16, 1942

**HEADQUARTERS WESTERN DEFENSE COMMAND
AND FOURTH ARMY**

PRESIDIO OF SAN FRANCISCO, CALIFORNIA

PUBLIC PROCLAMATION NO. 2.

March 16, 1942.

TO: The people within the States of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona, and the Public Generally.

WHEREAS, By virtue of orders issued by the War Department on December 11, 1941, that portion of the United States lying within the States of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona and the Territory of Alaska has been established as the Western Defense Command and designated as a Theatre of Operations under my command; and

WHEREAS, By Executive Order No. 9066, dated February 19, 1942, the President of the United States authorized and directed the Secretary of War and the Military Commanders whom he may from time to time designate, whenever he or any such designated commander deems such action necessary or desirable, to prescribe military areas in such places and of such extent as he or the appropriate Military Commander may determine, from which any or all persons may be excluded, and with respect to which the right of any persons to enter, remain in, or leave shall be subject to whatever restrictions the Secretary of War or the appropriate Military Commander may impose in his discretion; and

WHEREAS, The Secretary of War on February 20, 1942, designated the undersigned as the Military Commander to carry out the duties and responsibilities imposed by said Executive Order for that portion of the United States embraced in the Western Defense Command; and

WHEREAS, The Western Defense Command by its geographical location is particularly subject to attack, to attempted invasion by the armed forces of nations with which the United States is now at war, and, in connection therewith, is subject to espionage and acts of sabotage, thereby requiring the adoption of military measures necessary to establish safeguards against such enemy operations:

NOW THEREFORE, I, J. L. DEWITT, Lieutenant General, U. S. Army, by virtue of the authority vested in me by the President of the United States and by the Secretary of War and my powers

and prerogatives as Commanding General of the Western Defense Command, do hereby declare that:

1. The present situation requires as a matter of military necessity the establishment in the territory embraced by the Western Defense Command of Military Areas and Zones in addition to those established in Public Proclamation No. 1, this headquarters, dated March 2, 1942.

2. Pursuant to the determination and statement of military necessity in paragraph 1 hereof, there are hereby designated and established the following Military Areas:

Military Area No. 3, embracing the entire State of Idaho.

Military Area No. 4, embracing the entire State of Montana.

Military Area No. 5, embracing the entire State of Nevada.

Military Area No. 6, embracing the entire State of Utah.

3. Within Military Areas Nos. 1 and 2 as designated and established in Public Proclamation No. 1, above mentioned, and within Military Areas Nos. 3, 4, 5 and 6, as defined herein, there are hereby established, pursuant to paragraph 1 hereof, Zones A-100 to A-1033, inclusive, all as more particularly described and defined in Exhibit 1, hereto attached, and as generally shown on the maps attached hereto and marked Exhibits 2, 3, 4, 5, 6, 7, 8 and 9.

4. Such persons or classes of persons as the situation may require will by subsequent proclamation be excluded from Zones A-100 to A-1033, inclusive.

The designation of Military Areas Nos. 3, 4, 5 and 6 as such does not contemplate any prohibition, regulation or restriction except with respect to the Zones established therein, and except as provided in paragraph 5 hereof.

5. Any Japanese, German or Italian alien, or any person of Japanese ancestry now resident in the states of the Western Defense Command, namely, Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona, who changes his place of habitual residence is hereby required to obtain and execute a "Change of Residence Notice" at any United States Post Office within any of the states mentioned. Such notice must be executed at any such Post Office not more than five nor less than one day prior to any such change of residence. Nothing contained herein shall be construed to affect the existing regulations of the U. S. Attorney General which require aliens of enemy nationalities to

obtain travel permits from U. S. Attorneys and to notify the Federal Bureau of Investigation and the Commissioner of Immigration of any change in permanent address.

6. The duty and responsibility of the Federal Bureau of Investigation with respect to the investigation of alleged acts of espionage and sabotage are not altered by this proclamation.

J. L. DeWITT,
Lieutenant General, U. S. Army,
Commanding.

EXHIBIT No. 1.

Description of Zones A-100-A-1033, Inclusive.

Each of the following described zones includes the particular plant or facility and the grounds appurtenant thereto, the reservation, range, airport, bridge, tunnel or other installation; and also includes the adjoining area within a distance of one mile unless expressly noted otherwise in the specific case.

ARIZONA

Zone A-100. Tucson Municipal Airport No. 2, at or near Tucson, Arizona.

Zone A-101. Davis-Monthan Field, at or near Tucson, Arizona.

Zone A-102. Luke Field, at or near Phoenix, Arizona.

Zone A-103. William-Higley Field, at or near Chandler, Arizona.

Zone A-104. Gila Bend Airport, at or near Gila, Arizona.

Zone A-105. Gila Bend Gunnery Range, at or near Gila, Arizona.

Zone A-106. Thunderbird Airport, at or near Glendale, Arizona.

Zone A-107. Sky Harbor Airport, at or near Phoenix, Arizona.

Zone A-108. Auxiliary Field No. 1, at or near Whitman, Arizona, described as beginning at the NE Cor. Section 31, T5N, R2W, Gila and Salt River Base and Meridian; thence West 4 miles; thence South 3 miles; thence East 4 miles; thence North 3 miles to the point of beginning.

Zone A-109. Auxiliary Field No. 2, at or near Whitman, Arizona, described as beginning at the NE Cor. Section 6, T4N, R1W, Gila and Salt River Base and Meridian; thence West 3 miles; thence South 3 miles; thence East 3 miles; thence North 3 miles to the point of beginning.

Zone A-110. Auxiliary Field No. 3, at or near Beardsley, Arizona, described as beginning at the NW Cor. Section 20, T4N, R1W, Gila and Salt River Base and Meridian; thence South 5 miles; thence East 3 miles; thence North 3 miles; thence West 1 mile; thence North 2 miles; thence West 2 miles to the point of beginning.

Zone A-111. Auxiliary Field No. 4, at or near Castle Hot Springs, Arizona, described as beginning at the NE Cor. Section 19, T5N, R3W, Gila and Salt River Base and Meridian; thence West $3\frac{1}{2}$ miles; thence South 3 miles; thence East $3\frac{1}{2}$ miles; thence North 3 miles to the point of beginning.

Zone A-112. Auxiliary Field No. 5, at or near Hassayampa, Arizona, described as beginning at the NE Cor. SE $\frac{1}{4}$ Section 9, T1N, R4W, Gila and Salt River Base and Meridian; thence West 3 miles; thence South 3 miles; thence East 3 miles; thence North 3 miles to the point of beginning.

Zone A-113. Auxiliary Field No. 6, at or near Litchfield, Arizona, described as beginning at the NW Cor. Section 2, T1N, R3W, Gila and Salt River Base and Meridian; thence South 3 miles; thence East $3\frac{1}{2}$ miles; thence North 3 miles; thence West $3\frac{1}{2}$ miles to the point of beginning.

Zone A-114. Auxiliary Field No. 7, at or near Hassayampa, Arizona, described as beginning at the NE Cor. Section 35, T1N, R5W, Gila and Salt River Base and Meridian; thence West 3 miles; thence South 3 miles; thence East 3 miles; thence North 3 miles to the point of beginning.

Zone A-115. Auxiliary Field No. 8, at or near Gillespie Dam, Arizona, described as beginning at the NE Cor. SE $\frac{1}{4}$ Section 34, T2S, R4W, Gila and Salt River Base and Meridian; thence West $3\frac{1}{2}$ miles; thence South 3 miles; thence East $3\frac{1}{2}$ miles; thence North 3 miles to the point of beginning.

Zone A-116. Atchison, Topeka and Santa Fe Railroad Co. Bridge No. 106 A, at Mile Post 106 plus 4450 feet, near Parker, Arizona.

WASHINGTON

Zone A-117. Felts Field, at or near Spokane, Washington.

Zone A-118. Geiger Field, at or near Spokane, Washington.

Zone A-119. Seven Mile Camp, at or near Spokane, Washington.

Zone A-120. Ephrata Bombing Range No. 1, at or near Ephrata, Washington, described as beginning at the northeast corner of Section 15, T18N, R27E, Willamette Base and Meridian; thence West 3 miles; thence South 2 miles; thence East 3 miles; thence North 2 miles to the point of beginning.

Zone A-121. Ephrata Bombing Range No. 2, at or near Ephrata, Washington, described as beginning at the Northwest corner of the SE $\frac{1}{4}$ Section 9, T18N, R25E, Willamette Base and Meridian; thence East 2 miles; thence South 2 miles; thence West 2 miles; thence North 2 miles to the point of beginning.

Zone A-122. Ephrata Bombing Range No. 3, at or near Ephrata, Washington, described as beginning at the Northwest corner SE $\frac{1}{4}$ Section 10, T16N, R25E, Willamette Base and Meridian; thence East 2 miles; thence South 2 miles; thence West 2 miles; thence North 2 miles to the point of beginning.

Zone A-123. Ephrata Bombing Range No. 4, at or near Ephrata, Washington, described as beginning at the Northwest corner Section 9, T16N, R27E, Willamette Base and Meridian; thence East 4 miles; thence South 2 miles; thence West 4 miles; thence North 2 miles to the point of beginning.

Zone A-124. Ephrata Ground Gunnery Range at or near Ephrata, Washington, described as beginning at the NW Cor. Section 12, T21N, R26E; thence South 1 mile; thence East $\frac{3}{8}$ mile; thence South $\frac{1}{2}$ mile; thence East $\frac{1}{8}$ mile; thence South 1 mile; thence East $\frac{1}{2}$ mile; thence South $1\frac{1}{2}$ miles; thence East $\frac{1}{4}$ mile; thence South $\frac{1}{4}$ mile; thence East $\frac{1}{4}$ mile; thence South $\frac{3}{4}$ mile; thence East $1\frac{1}{2}$ miles; thence North $1\frac{1}{4}$ miles; thence West $\frac{1}{8}$ mile; thence North $\frac{1}{2}$ mile; thence East $\frac{1}{8}$ mile; thence North $\frac{1}{4}$ mile; thence in a Northeasterly direction to a point 1000 feet West of the Northeast corner of the Northwest quarter of Section 16, T21N, R27E; thence East to the Northeast corner of the Northeast quarter of said section, township and range; thence North 1 mile; thence West 3 miles; thence North 1 mile; thence West 1 mile to the point of beginning.

Zone A-125. Harder Bombing Range at or near Marengo, Washington, described as beginning at the Northeast corner Section 4, T17N, R37E, Willamette Base and Meridian; thence West 2 miles; thence South 2 miles; thence East 2 miles; thence North 2 miles to the point of beginning.

Zone A-126. The prohibited area in the City of Spokane, Washington, is as described below and specifically stated to be bounded on the North by Sprague Avenue, on the East by McClellan Street, on the South by Fifth Avenue, and on the West by Post Street.

Zone A-127. The prohibited area in the City of Walla Walla, Washington, is as described below and specifically stated to be bounded on the North by Sumach Street, on the East by Palouse Street, on the South by Newell Street, and on the West by 4th Street.

Zone A-128. The prohibited area in the City of Wenatchee, Washington, is as described below and specifically stated to be bounded on the North by Palouse Street, on the East by Columbia Street, on the South by Thurston Street, and on the West by Oregon Street.

Zone A-129. The prohibited area in the City of Yakima, Washington, is as described below and specifically stated to be bounded on the North by West "B" Street, on the East by Front Street, on the South by West Walnut Street, and on the West by 5th Avenue.

Zone A-130. The prohibited area in the City of Wilbur, Washington, is as described below and specifically stated to be bounded on the North by North Street, on the East by Brace Street, on the South by May Street, and on the West by King Street.

(See hereinafter additional Zones A-908 to A-1033, inclusive, located in Military Areas Nos. 1 and 2.)

Zone A-131. Boardman Bombing Range, at or near Ione, Oregon. Beginning at the northeast corner Section 25, T4N, R24W, Willamette Base and Meridian; thence West 12 miles; thence South 12 miles; thence East 12 miles; thence North 12 miles to the point of beginning.

Zone A-132. Cold Springs Bombing Range, at or near Cold Springs, Oregon. Beginning at the Northeast corner Section 5, T4N, R30E, Willamette Base and Meridian; thence West 2 miles;

thence South 2 miles; thence East 2 miles; thence North 2 miles to the point of beginning.

Zone A-133. Pendleton Air Base, at or near Pendleton, Oregon.

Zone A-134. The prohibited area in the City of The Dalles, Oregon, is as described below and specifically stated to be bounded on the Northwest by Lincoln Street, on the Northeast by Water Street, on the Southeast by Laughlin Street, and on the Southwest by alley between 7th and 8th Streets.

Zone A-135. The prohibited area in the City of Klamath Falls, Oregon, is as described below and specifically stated to be bounded on the Northwest by Main Waterway Canal and Commercial Street, on the Northeast by Commercial Street and Plum Street, on the Southeast by 3rd Street, and on the Southwest by Lincoln Street.

Zone A-136. The prohibited area in the City of Bend, Oregon, is as described below and specifically stated to be bounded on the Northwest by Congress Avenue and Deschutes River, on the Northeast by Greenwood Avenue and Harriman Street, on the Southeast by Harriman Street and Sisemore Avenue, and on the Southwest by Kansas Avenue.

Zone A-137. The prohibited area in the City of Baker, Oregon, is as described below and specifically stated to be bounded on the North by Church Street, on the East by Powder River, on the South by Auburn Street, and on the West by 4th Street.

Zone A-138. Pacific Telephone and Telegraph Co. property at Troutdale, Oregon.

Located in Sec. 25, T1N, R3E, Willamette Base and Meridian.

Zone A-139. Radio Station KIJF, Pendleton Municipal Airport, at or near Pendleton, Oregon.

Zone A-140. Union Pacific Railroad Co. Bridge at Milepost 63.32, near Hood River, Oregon.

Zone A-141. Union Pacific Railroad Co. Tunnel at Milepost 66.90, near Mosier, Oregon.

Zone A-142. Union Pacific Railroad Co. Tunnel at Milepost 71.44, near The Dalles, Oregon.

Zone A-143. Union Pacific Railroad Co. Tunnel at Milepost 74.12, near The Dalles, Oregon.

- Zone A-144.** Union Pacific Railroad Co. Bridge at Milepost 114.32, near Rufus, Oregon.
- Zone A-145.** Union Pacific Railroad Co. Bridge at Milepost 181.68, near Hermiston, Oregon.
- Zone A-146.** Union Pacific Railroad Co. Bridge at Milepost 182.58, near Umatilla, Oregon.
- Zone A-147.** Union Pacific Railroad Co. Tunnel at Milepost 198.26, near Nolin, Oregon.
- Zone A-148.** Union Pacific Railroad Co. Tunnel at Milepost 204.13, near Rieth, Oregon.
- Zone A-149.** Union Pacific Railroad Co. Bridge at Milepost 204.91, near Rieth, Oregon.
- Zone A-150.** Union Pacific Railroad Co. Bridge at Milepost 205.84, near Rieth, Oregon.
- Zone A-151.** Union Pacific Railroad Co. Bridge at Milepost 206.21, near Rieth, Oregon.
- Zone A-152.** Union Pacific Railroad Co. Bridge at Milepost 214.42, near Pendleton, Oregon.
- Zone A-153.** Union Pacific Railroad Co. Bridge at Milepost 262.91, near Meacham, Oregon.
- Zone A-154.** Union Pacific Railroad Co. Tunnel at Milepost 264.01, near Meacham, Oregon.
- Zone A-155.** Union Pacific Railroad Co. Tunnel at Milepost 317.26, near North Powder, Oregon.
- Zone A-156.** Union Pacific Railroad Co. Tunnel at Milepost 378.77, near Durkee, Oregon.
- Zone A-157.** Union Pacific Railroad Co. Bridge over Snake River, near Nyssa, Oregon.
- Zone A-158.** Union Pacific Railroad Co. Bridge over Snake River, near Payette, Idaho.
- Zone A-159.** U.S. Highway #30, Crown Point Viaduct, about 560 feet long, 23.83 miles East of Portland, Oregon.
- Zone A-160.** U.S. Highway #30, W. Multnomah Falls Viaduct, 31.86 miles East of Portland, Oregon.
- Zone A-161.** U.S. Highway #30, E. Multnomah Falls Viaduct, 32.34 miles East of Portland, Oregon.

Zone A-162. U.S. Highway #30, Deschutes River Bridge #332, 106.44 miles East of Portland, Oregon.

Zone A-163. U.S. Highway #30, Umatilla River Bridge #2117, 230.20 miles East of Portland, Oregon.

Zone A-164. U.S. Highway #30, Grande Ronde River Bridge #1248, 280.05 miles East of Portland, Oregon.

Zone A-165. U.S. Highway #30, Grande Ronde River Railroad over-crossing #635, 280.60 miles East of Portland, Oregon.

Zone A-166. U.S. Highway #30, Grande Ronde River Railroad over-crossing #626, 282.60 miles East of Portland, Oregon.

Zone A-167. U.S. Highway #30, Grande Ronde River Bridge #693, 283.68 miles East of Portland, Oregon.

Zone A-168. U.S. Highway #30, Grande Ronde River Bridge #796, 285.98 miles East of Portland, Oregon.

Zone A-169. U.S. Highway #30, Snake River Bridge at Nyssa #1463, 431.19 miles East of Portland, Oregon.

Zone A-170. U.S. Highway #97, Crooked River Canyon Bridge #600, 98.65 miles South of Biggs, Oregon.

Zone A-171. Interstate Bridge at Hood River Spanning Columbia River to White Salmon, Washington.

CALIFORNIA

Zone A-172. Lost Hills Airport, at or near Lost Hills, California.

Zone A-173. Modesto Municipal Airport, at or near Modesto, California.

Zone A-174. Merced Municipal Airport, at or near Merced, California.

Zone A-175. Delano Airport, at or near Delano, California.

Zone A-176. Tehachapi Airport, at or near Tehachapi, California.

Zone A-177. Coalinga Airport, at or near Coalinga, California.

Zone A-178. Los Banos Airport, at or near Los Banos, California.

Zone A-179. Hammer Field, at or near Fresno, California.

Zone A-180. Visalia Airport, at or near Visalia, California.

Zone A-181. Muroc Bombing Range, at or near Muroc, California.

Location: All of Township 8, 9, 10N, Range 6, 7, 8, 9 and 10W, San Bernardino Base and Meridian.

Zone A-182. March Field, at or near Riverside, California.

Zone A-183. March Field Radio Station, at or near Riverside, California.

Zone A-184. McClellan Field, at or near Sacramento, California.

Zone A-185. Air Corps Basic Flying School, at or near Chico, California.

Zone A-186. Minter Field, at or near Bakersfield, California.

Zone A-187. Air Corps Training Field, at or near Hemet, California.

Zone A-188. Army Air Base, at or near Merced, California.

Zone A-189. Gardner Field, at or near Taft, California.

Zone A-190. Mather Field, at or near Sacramento, California.

Zone A-191. Air Corps Training Field, at or near Tulare, California.

Zone A-192. Air Corps Advanced Flying School, at or near Stockton, California.

Zone A-193. Army Air Base, at or near Victorville, California.

Zone A-194. Army Air Base, at or near Lemoore, California.

Zone A-195. That prohibited area in the city of Bakersfield, California, as described below and specifically stated to be bounded on the North by 23rd Street, on the East by "P" Street, on the South by 17th Street, and on the West by "P" Street.

Zone A-196. American Telephone & Telegraph Co. property, at or near Dixon, California.

Location: Latitude 38° 24' 38" North, Longitude 121° 46' 27" West.

Zone A-197. That prohibited area in the City of Dunsmuir, California, as described below and specifically stated to be bounded on the North by Cedar Street extended to Beverly Way, on the East by Sacramento River, on the South by Bronsteller

Street, and on the West by Beverly Way and Beverly Way extended.

Zone A-198. That prohibited area in the City of Fresno, California, as described below and specifically stated to be bounded on the North by San Joaquin Street, on the East by "H" Street, on the South by Fresno Street, and on the West by "N" Street.

Zone A-199. Pacific Telephone & Telegraph Co. property, at or near Lodi Junction, California.

Located in Sections 3 and 4, T3N, R6E, Mt. Diablo Base and Meridian.

Zone A-200. That prohibited area within the City of Merced, California, as described below and specifically stated to be bounded on the North by 20th Street, on the East by "J" Street, on the South by Southern Pacific Railroad Company tracks, and on the West by "N" Street.

Zone A-201. That prohibited area within the City of Modesto, California, as described below and specifically stated to be bounded on the North by "M" Street, on the East by 13th Street, on the South by "H" Street, and on the West by 8th Street.

Zone A-202. That prohibited area within the City of Sacramento, California, as described below and specifically stated to be bounded on the North by Raymond Street, on the East by a line 1000 feet east of 24th Street, on the South by Del Paso Boulevard, and on the West by 22nd Street.

Zone A-203. Pacific Telephone & Telegraph Co. property, about 18 miles North of Redding, California.

Location: Section 16, T34N, R4W, Mt. Diablo Base and Meridian.

Zone A-204. That prohibited area within the City of Redding, California, as described below and specifically stated to be bounded on the North by Tehama Street, on the East by Liberty Street, on the South by Gold Street, and on the West by Oregon Street.

Zone A-205. That prohibited area within the City of Sacramento, California, as described below and specifically stated to be bounded on the North by "G" Street, on the East by 17th Street, on the South by "L" Street, and on the West by 12th Street.

Zone A-206. That prohibited area within the City of Stockton, California, as described below and specifically stated to be bounded on the North by East Park Street, on the East by North American Street, on the South by East Weber Street, and on the West by North Center Street.

Zone A-207. Pacific Telephone & Telegraph Co. property, at or near Tipton, California.

Location: Southeast corner junction U.S. Highway #99 and an unnamed county road near Tipton, California.

Zone A-208. Pacific Telephone & Telegraph Co. property, at or near Weed, California.

Location: West side of U.S. Highway #99, approximately one-quarter mile South of Weed, California.

Zone A-209. Pacific Telephone & Telegraph Co. property, at or near Lamoine, California.

Location: Sections 2 and 11, T36N, R5W, Mt. Diablo Base and Meridian.

Zone A-210. Pacific Telephone & Telegraph Co. property, at or near Nelson Junction, California.

Location: Section 33, T20N, R2E, Mt. Diablo Base and Meridian.

Zone A-211. That prohibited area within the City of San Bernardino, California, as described below and specifically stated to be bounded on the North by Court Street, on the East by Arrowhead Avenue, on the South by Santa Fe Railroad Company tracks, and on the West by "F" Street.

Zone A-212. Southern California Telephone Co. property, at or near Whitewater, California.

Location: Section 11, T3S, R3E, San Bernardino Base and Meridian.

Zone A-213. Southern California Telephone Co. property at or near Essex, California.

Location: Section 2, T6N, R15E, San Bernardino Base and Meridian.

Zone A-214. That prohibited area within the City of Riverside, California, as described below and specifically stated to be bounded on the North by 4th Street, on the East by Vine Street, on the South by 10th Street, and on the West by Fairmont Street.

Zone A-215. Southern California Telephone Co. property, at or near Barstow, California.

Location: Section 36, T10N, R1E, San Bernardino Base and Meridian.

Zone A-216. Western Pacific Railroad Co. Tunnel #4, located at Milepost #207 plus 1005 feet, near Oroville, California.

Zone A-217. Western Pacific Railroad Co. Bridge #212.36, located at Milepost #212 plus 1900 feet, near Bidwell, California.

Zone A-218. Western Pacific Railroad Co. Bridge #221.84, located at Milepost #221 plus 4435 feet, near Las Plumas, California.

Zone A-219. Western Pacific Railroad Co. Tunnel #5, located at Milepost #222 plus 5175 feet, near Berry Creek, California.

Zone A-220. Western Pacific Railroad Co. Tunnel #6, located at Milepost #224, plus 3695 feet, near Berry Creek, California.

Zone A-221. Western Pacific Railroad Co. Tunnel #7, located at Milepost #226 plus 1795 feet, near Berry Creek, California.

Zone A-222. Western Pacific Railroad Co. Tunnel #8, located at Milepost #226 plus 4750 feet, near Blinzig, California.

Zone A-223. Western Pacific Railroad Co. Tunnel #9, located at Milepost #236 plus 1955 feet, near Pulga, California.

Zone A-224. Western Pacific Railroad Co. Tunnel #10, located at Milepost #237, plus 55 feet, near Pulga, California.

Zone A-225. Western Pacific Railroad Co. Tunnel #11, located at Milepost #237 plus 1740 feet, near Pulga, California.

Zone A-226. Western Pacific Railroad Co. Bridge #237.62, located at Milepost #237 plus 3645 feet, near Pulga, California.

Zone A-227. Western Pacific Railroad Co. Tunnel #12, located at Milepost #237 plus 3645 feet, near Pulga, California.

Zone A-228. Western Pacific Railroad Co. Bridge #238.51, located at Milepost #238 plus 2695 feet, near Pulga, California.

Zone A-229. Western Pacific Railroad Co. Tunnel #13, located at Milepost #244 plus 4860 feet, near Cresta, California.

Zone A-230. Western Pacific Railroad Co. Tunnel #14, located at Milepost #245 plus 1320 feet, near Cresta, California.

Zone A-231. Western Pacific Railroad Co. Bridge #248.67, located at Milepost #248 plus 3540 feet, near Merlin, California.

Zone A-232. Western Pacific Railroad Co. Tunnel #15, located at Milepost #256 plus 4540 feet, near Camp Rodgers, California.

Zone A-233. Western Pacific Railroad Co. Tunnel #16, located at Milepost #257 plus 2270 feet, near Camp Rodgers, California.

Zone A-234. Western Pacific Railroad Co. Tunnel #17, located at Milepost #257 plus 4490 feet, near Camp Rodgers, California.

Zone A-235. Western Pacific Railroad Co. Tunnel #18, located at Milepost #258, plus 420 feet, near Belden, California.

Zone A-236. Western Pacific Railroad Co. Tunnel #19, located at Milepost #258 plus 845 feet, near Belden, California.

Zone A-237. Western Pacific Railroad Co. Tunnel #20, located at Milepost #258 plus 1690 feet, near Belden, California.

Zone A-238. Western Pacific Railroad Co. Tunnel #21, located at Milepost #258 plus 4490 feet, near Belden, California.

Zone A-239. Western Pacific Railroad Co. Bridge #259.08, located at Milepost #259 plus 420 feet near Belden, California.

Zone A-240. Western Pacific Railroad Co. Tunnel #22, located at Milepost #259 plus 2905 feet, near Belden, California.

Zone A-241. Western Pacific Railroad Co. Tunnel #23, located at Milepost #262 plus 4595 feet, near Howells, California.

Zone A-242. Western Pacific Railroad Co. Tunnel #24, located at Milepost #263 plus 4700 feet, near Rich Bar, California.

Zone A-243. Western Pacific Railroad Co. Tunnel #25, located at Milepost #265 plus 1055 feet, near Rich Bar, California.

Zone A-244. Western Pacific Railroad Co. Tunnel #26, located at Milepost #271 plus 3060 feet, near Grays Flat, California.

Zone A-245. Western Pacific Railroad Co. Tunnel #27, located at Milepost #278 plus 2220 feet, near Paxton, California.

Zone A-246. Western Pacific Railroad Co. Bridge #278.26, located at Milepost #278 plus 1375 feet, near Paxton, California.

Zone A-247. Western Pacific Railroad Co. Bridge #278.87, located at Milepost #278 plus 4595 feet, near Paxton, California.

- Zone A-248.** Western Pacific Railroad Co. Tunnel #28, located at Milepost #278, plus 5070 feet, near Paxton, California.
- Zone A-249.** Western Pacific Railroad Co. Tunnel #29, located at Milepost #279 plus 1005 feet, near Paxton, California.
- Zone A-250.** Western Pacific Railroad Co. Tunnel #30, located at Milepost #279 plus 2905 feet, near Paxton, California.
- Zone A-251.** Western Pacific Railroad Co. Tunnel #31, located at Milepost #280 plus 420 feet, near Paxton, California.
- Zone A-252.** Western Pacific Railroad Co. Bridges #280.27 and 280.51, located at Milepost #280 plus 1425 feet and 2695 feet respectively, near Keddie, California.
- Zone A-253.** Western Pacific Railroad Co. Tunnel #32, located at Milepost #280 plus 4595 feet, near Keddie, California.
- Zone A-254.** Western Pacific Railroad Co. Tunnel #33, located at Milepost #283 plus 315 feet, near Sierra, California.
- Zone A-255.** Western Pacific Railroad Co. Tunnel #34, located at Milepost #283 plus 3750 feet, near Sierra, California.
- Zone A-256.** Western Pacific Railroad Co. Bridge #288.76, located at Milepost #288 plus 4010 feet, near Quincy Junction, California.
- Zone A-257.** Western Pacific Railroad Co. Tunnel #35, located at Milepost #297 plus 950 feet, near Spring Garden, California.
- Zone A-258.** Western Pacific Railroad Co. Bridge #301.07, located at Milepost #301 plus 370 feet, near Sloat, California.
- Zone A-259.** Western Pacific Railroad Co. Bridge #309.91, located at Milepost #309 plus 4805 feet, near Feather River Inn, California.
- Zone A-260.** Western Pacific Railroad Co. Bridge #314.36, located at Milepost #314 plus 1900 feet, near Clio, California.
- Zone A-261.** Western Pacific Railroad Co. Tunnel #36, located at Milepost #316 plus 00 feet, near Clio, California.
- Zone A-262.** Western Pacific Railroad Co. Bridge #316.76, located at Milepost #316 plus 4010 feet, near Clio, California.
- Zone A-263.** Western Pacific Railroad Co. Bridge #317.43, located at Milepost #317 plus 2270 feet, near Clio, California.
- Zone A-264.** Western Pacific Railroad Co. Bridge #320.01, located at Milepost #320 plus 55 feet, near Portola, California.

Zone A-265. Western Pacific Railroad Co. Bridge #324.08, located at Milepost #324 plus 420 feet, near Calpine Junction, California.

Zone A-266. Western Pacific Railroad Co. Bridge #324.66, located at Milepost #324 plus 3485 feet, near Calpine Junction, California.

Zone A-267. Western Pacific Railroad Co. Bridge #326.61, located at Milepost #326 plus 3220 feet, near Calpine Junction, California.

Zone A-268. Western Pacific Railroad Co. Bridge #337.44, located at Milepost #337 plus 2325 feet, near Chilcoot, California.

Zone A-269. Western Pacific Railroad Co. Bridge #346.28, located at Milepost #346 plus 1480 feet, near Scotts, California.

Zone A-270. Western Pacific Railroad Co. Tunnel #37, located at Milepost #340 plus 1795 feet, near Chilcoot, California.

Zone A-271. Western Pacific Railroad Co. Bridge #79.41, located at Milepost #79 plus 2165 feet, near Lathrop, California.

Zone A-272. Western Pacific Railroad Co. Bridge #80.28, located at Milepost #80 plus 1480 feet, near Lathrop, California.

Zone A-273. Western Pacific Railroad Co. Bridge #80.37, located at Milepost #80 plus 1955 feet, near Lathrop, California.

Zone A-274. Western Pacific Railroad Co. Bridge #88.98, located at Milepost #88 plus 5175 feet, near Lathrop, California.

Zone A-275. Western Pacific Railroad Co. Bridge #89.82, located at Milepost #89 plus 4330 feet, near Stockton, California.

Zone A-276. Western Pacific Railroad Co. Bridge #90.97, located at Milepost #90 plus 5120 feet, near Stockton, California.

Zone A-277. Western Pacific Railroad Co. Bridge #92.70, located at Milepost #92 plus 3695 feet, near Stockton, California.

Zone A-278. Western Pacific Railroad Co. Bridge #93.00, located at Milepost #93 plus 00 feet, near Stockton, California.

Zone A-279. Western Pacific Railroad Co. Bridge #93.90, located at Milepost #93 plus 4750 feet, near Stockton, California.

Zone A-280. Western Pacific Railroad Co. Bridge #96.44, located at Milepost #96 plus 2325 feet, near Stockton, California.

Zone A-281. Western Pacific Railroad Co. Bridge #96.90, located at Milepost #96 plus 4750 feet, near Stockton, California.

Zone A-282. Western Pacific Railroad Co. Bridge #99.08, located at Milepost #99 plus 420 feet, near Stockton, California.

Zone A-283. Western Pacific Railroad Co. Bridge #99.62, located at Milepost #99 plus 3280 feet, near Kingdon, California.

Zone A-284. Western Pacific Railroad Co. Bridge #100.18, located at Milepost #100, plus 950 feet, near Kingdon, California.

Zone A-285. Western Pacific Railroad Co. Bridge #112.26, located at Milepost #112 plus 1375 feet, near Thornton, California.

Zone A-286. Western Pacific Railroad Co. Bridge #112.38, located at Milepost #112 plus 2005 feet, near Thornton, California.

Zone A-287. Western Pacific Railroad Co. Bridge #115.95, located at Milepost #115 plus 5015 feet, near Thornton, California.

Zone A-288. Western Pacific Railroad Co. Bridge #116.07, located at Milepost #116 plus 370 feet, near Thornton, California.

Zone A-289. Western Pacific Railroad Co. Bridge #116.28, located at Milepost #116 plus 1480 feet, near Thornton, California.

Zone A-290. Western Pacific Railroad Co. Bridge #116.37, located at Milepost #116 plus 1955 feet, near Thornton, California.

Zone A-291. Western Pacific Railroad Co. Bridge #117.06, located at Milepost #117 plus 315 feet, near Glannvale, California.

Zone A-292. Western Pacific Railroad Co. Bridge #117.89, located at Milepost #117 plus 4700 feet, near Glannvale, California.

Zone A-293. Western Pacific Railroad Co. Bridge #123.91, located at Milepost #123 plus 4805 feet, near Franklin, California.

Zone A-294. Western Pacific Railroad Co. Bridge #126.51, located at Milepost #126 plus 2695 feet, near Franklin, California.

Zone A-295. Western Pacific Railroad Co. Bridge #129.77, located at Milepost #129 plus 4065 feet, near Runyon, California.

Zone A-296. Western Pacific Railroad Co. Bridge #130.45, located at Milepost #130 plus 2375 feet, near Runyon, California.

Zone A-297. Western Pacific Railroad Co. Bridge #131.03, located at Milepost #131 plus 160 feet, near Runyon, California.

Zone A-298. Western Pacific Railroad Co. Bridge #139.78, located at Milepost #139 plus 4120 feet, near Sacramento, California.

Zone A-299. Western Pacific Railroad Co. Bridge #140.10, located at Milepost #140 plus 530 feet, near Sacramento, California.

Zone A-300. Western Pacific Railroad Co. Bridge #140.20, located at Milepost #140 plus 1055 feet, near Sacramento, California.

Zone A-301. Western Pacific Railroad Co. Bridge #141.74, located at Milepost #141 plus 3905 feet, near Sacramento, California.

Zone A-302. Western Pacific Railroad Co. Bridge #143.22, located at Milepost #143 plus 1160 feet, near Sacramento, California.

Zone A-303. Western Pacific Railroad Co. Bridge #144.49, located at Milepost #144 plus 2585 feet, near Sacramento, California.

Zone A-304. Western Pacific Railroad Co. Bridge #153.61, located at Milepost #153 plus 3220 feet, near Pleasant Grove, California.

Zone A-305. Western Pacific Railroad Co. Bridge #154.52, located at Milepost #154 plus 2745 feet, near Pleasant Grove, California.

Zone A-306. Western Pacific Railroad Co. Bridge #155.27, located at Milepost #155 plus 1425 feet, near Pleasant Grove, California.

Zone A-307. Western Pacific Railroad Co. Bridge #157.95, located at Milepost #157 plus 5015 feet, near Pleasant Grove, California.

Zone A-308. Western Pacific Railroad Co. Bridge #158.86, located at Milepost #158 plus 4540 feet, near Pleasant Grove, California.

Zone A-309. Western Pacific Railroad Co. Bridge #160.93, located at Milepost #160 plus 4910 feet, near Trowbridge, California.

Zone A-310. Western Pacific Railroad Co. Bridge #160.97, located at Milepost #160 plus 5120 feet, near Trowbridge, California.

Zone A-311. Western Pacific Railroad Co. Bridge #164.38, located at Milepost #164 plus 2005 feet, near Trowbridge, California.

Zone A-312. Western Pacific Railroad Co. Bridge #164.70, located at Milepost #164 plus 3695 feet, near Trowbridge, California.

Zone A-313. Western Pacific Railroad Co. Bridge #165.16, located at Milepost #165 plus 845 feet, near Trowbridge, California.

Zone A-314. Western Pacific Railroad Co. Bridge #165.50, located at Milepost #165 plus 2640 feet, near Trowbridge, California.

Zone A-315. Western Pacific Railroad Co. Bridge #165.89, located at Milepost #165 plus 4700 feet, near Trowbridge, California.

Zone A-316. Western Pacific Railroad Co. Bridge #166.25, located at Milepost #166 plus 1320 feet, near Arboga, California.

Zone A-317. Western Pacific Railroad Co. Bridge #171.26, located at Milepost #171 plus 1375 feet, near Arboga, California.

Zone A-318. Western Pacific Railroad Co. Bridge #175.45, located at Milepost #175 plus 2375 feet, near Marysville, California.

Zone A-319. Western Pacific Railroad Co. Bridge #176.73, located at Milepost #176 plus 3855 feet, near Marysville, California.

Zone A-320. Western Pacific Railroad Co. Bridge #177.80, located at Milepost #177 plus 4225 feet, near Marysville, California.

Zone A-321. Western Pacific Railroad Co. Bridge #178.18, located at Milepost #178 plus 950 feet, near Marysville, California.

Zone A-322. Western Pacific Railroad Co. Bridge #178.79, located at Milepost #178 plus 4170 feet, near Marysville, California.

Zone A-323. Western Pacific Railroad Co. Bridge #179.40, located at Milepost #179 plus 2110 feet, near Marysville, California.

Zone A-324. Western Pacific Railroad Co. Bridge #179.53, located at Milepost #179 plus 2800 feet, near Marysville, California.

Zone A-325. Western Pacific Railroad Co. Bridge #180.99, located at Milepost #180 plus 5225 feet, near Marysville, California.

Zone A-326. Western Pacific Railroad Co. Bridge #190.40, located at Milepost #190 plus 2110 feet, near Craig, California.

Zone A-327. Western Pacific Railroad Co. Bridge #190.68, located at Milepost #190 plus 3590 feet, near Craig, California.

Zone A-328. Western Pacific Railroad Co. Bridge #190.84, located at Milepost #190 plus 4435 feet, near Craig, California.

Zone A-329. Western Pacific Railroad Co. Bridge #191.66, located at Milepost #191 plus 3485 feet, near Craig, California.

Zone A-330. Western Pacific Railroad Co. Bridge #193.76, located at Milepost #193 plus 4010 feet, near Craig, California.

Zone A-331. Western Pacific Railroad Co. Bridge #196.70, located at Milepost #196 plus 3695 feet, near Palermo, California.

Zone A-332. Western Pacific Railroad Co. Bridge #200.16, located at Milepost #200 plus 845 feet, near Palermo, California.

Zone A-333. Western Pacific Railroad Co. Bridge #204.26, located at Milepost #204 plus 1375 feet, near Oroville, California.

Zone A-334. Western Pacific Railroad Co. Bridge #204.74, located at Milepost #204 plus 3905 feet, near Oroville, California.

Zone A-335. Western Pacific Railroad Co. Bridge #204.82, located at Milepost #204 plus 4330 feet, near Oroville, California.

Zone A-336. Western Pacific Railroad Co. Bridge #204.89, located at Milepost #204 plus 4700 feet, in Oroville, California.

Zone A-337. Southern Pacific Railroad Co. Bridge located at Milepost #111 plus 1109 feet, near Rocklin, California.

Zone A-338. Southern Pacific Railroad Co. Tunnel #15, located at Milepost #114 plus 1110 feet, near Rocklin, California.

Zone A-339. Southern Pacific Railroad Co. Tunnel #16, located at Milepost #114 plus 3696 feet, near Rocklin, California.

Zone A-340. Southern Pacific Railroad Tunnel #17, located at Milepost #117 plus 1584 feet, near Penryn, California.

Zone A-341. Southern Pacific Railroad Co. Tunnel #18, located at Milepost #120 plus 2640 feet, near Newcastle, California.

Zone A-342. Southern Pacific Railroad Co. Bridge, located at Milepost #123 plus 3221 feet, near Auburn, California.

Zone A-343. Southern Pacific Railroad Co. Tunnel #19, located at Milepost #122 plus 3696 feet, near Auburn, California.

Zone A-344. Southern Pacific Railroad Co. Tunnel #20, located at Milepost #123 plus 528 feet, near Auburn, California.

Zone A-345. Southern Pacific Railroad Co. Tunnel #21, located at Milepost #124 plus 3170 feet, near Auburn, California.

Zone A-346. Southern Pacific Railroad Co. Tunnel #22, located at Milepost #131 plus 1056 feet, near Clipper Gap, California.

Zone A-347. Southern Pacific Railroad Co. Tunnel #23, located at Milepost #132 plus 3696 feet, near Applegate, California.

Zone A-348. Southern Pacific Railroad Co. Tunnel #24, located at Milepost #132 plus 4752 feet, near Applegate, California.

Zone A-349. Southern Pacific Railroad Co. Tunnel #25, located at Milepost #133 plus 528 feet, near Applegate, California.

Zone A-350. Southern Pacific Railroad Co. Tunnel #26, located at Milepost #133 plus 1584 feet, near Applegate, California.

Zone A-351. Southern Pacific Railroad Co. Tunnel #27, located at Milepost #133 plus 4224 feet, near Applegate, California.

Zone A-352. Southern Pacific Railroad Co. Tunnel #28, located at Milepost #134 plus 4224 feet, near New England Mills, California.

Zone A-353. Southern Pacific Railroad Co. Tunnel #29, located at Milepost #135 plus 4752 feet, near New England Mills, California.

Zone A-354. Southern Pacific Railroad Co. Tunnel #30, located at Milepost #138 plus 3696 feet, near Colfax, California.

Zone A-355. Southern Pacific Railroad Co. Tunnel #31, located at Milepost #139 plus 1056 feet, near Colfax, California.

Zone A-356. Southern Pacific Railroad Co. Tunnel # 32, located at Milepost #139 plus 2112 feet, near Colfax, California.

Zone A-357. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #143 plus 3327 feet, near Colfax, California.

Zone A-358. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #143 plus 3327 feet, near Colfax, California.

Zone A-359. Southern Pacific Railroad Co. Tunnel #33, located at Milepost #145 plus 1584 feet, near Colfax, California.

Zone A-360. Southern Pacific Railroad Co. Tunnel #34, located at Milepost #145 plus 3696 feet, near Colfax, California.

Zone A-361. Southern Pacific Railroad Co. Tunnel #1, Double Track, located at Milepost #164 plus 1584 feet, near Blue Canyon, California.

Zone A-362. Southern Pacific Railroad Co. Tunnel #35, located at Milepost #176 plus 3168 feet, near Cisco, California.

Zone A-363. Southern Pacific Railroad Co. Tunnel #36, located at Milepost #176 plus 4732 feet, near Cisco, California.

Zone A-364. Southern Pacific Railroad Co. Tunnel #37, located at Milepost #177 plus 4224 feet, near Cisco, California.

Zone A-365. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #178 plus 4488 feet, near Cisco, California.

Zone A-366. Southern Pacific Railroad Co. Tunnel #38, located at Milepost #180 plus 2640 feet, near Cisco, California.

Zone A-367. Southern Pacific Railroad Co. Tunnel #39, located at Milepost #180 plus 3646 feet, near Cisco, California.

Zone A-368. Southern Pacific Railroad Co. Tunnel #3, located at Milepost #180 plus 3696 feet, near Cisco, California.

Zone A-369. Southern Pacific Railroad Co. Tunnel #4, located at Milepost #181 plus 4752 feet, near Cisco, California.

Zone A-370. Southern Pacific Railroad Co. Tunnel #40, located at Milepost #185 plus 1584 feet, near Soda Springs, California.

Zone A-371. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #186 plus 3432 feet, near Soda Springs, California.

Zone A-372. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #187 plus 2112 feet, near Soda Springs, California.

Zone A-373. Southern Pacific Railroad Co. Tunnel #4, located at Milepost #193 plus 1584 feet, near Norden, California.

Zone A-374. Southern Pacific Railroad Co. Tunnel #6, located at Milepost #193 plus 1584 feet, near Norden, California.

Zone A-375. Southern Pacific Railroad Co. Tunnel #7, located at Milepost #194 plus 528 feet, near Norden, California.

Zone A-376. Southern Pacific Railroad Co. Tunnel #8, located at Milepost #194 plus 1584 feet, near Norden, California.

Zone A-377. Southern Pacific Railroad Co. Tunnel #9, located at Milepost #194 plus 4752 feet, near Norden, California.

Zone A-378. Southern Pacific Railroad Co. Tunnel #10, located at Milepost #195 plus 528 feet, near Norden, California.

Zone A-379. Southern Pacific Railroad Co. Tunnel #11, located at Milepost #195 plus 2112 feet, near Norden, California.

Zone A-380. Southern Pacific Railroad Co. Tunnel #12, located at Milepost #195 plus 3696 feet, near Norden, California.

Zone A-381. Southern Pacific Railroad Co. Tunnel #13, located at Milepost #200 plus 528 feet, near Truckee, California.

Zone A-382. Southern Pacific Railroad Co. Tunnel #42, located at Milepost #200 plus 528 feet, near Truckee, California.

Zone A-383. Southern Pacific Railroad Co. Tunnel #1½, located at Milepost #332 plus 3170 feet, near Caliente, California.

Zone A-384. Southern Pacific Railroad Co. Tunnel #1, located at Milepost #336 plus 4750 feet, near Caliente, California.

Zone A-385. Southern Pacific Railroad Co. Tunnel #2, located at Milepost #337 plus 4220 feet, near Caliente, California.

Zone A-386. Southern Pacific Railroad Co. Tunnel #3, located at Milepost #340 plus 4220 feet, near Caliente, California.

Zone A-387. Southern Pacific Railroad Co. Tunnel #4, located at Milepost #341, near Caliente, California.

Zone A-388. Southern Pacific Railroad Co. Tunnel #5, located at Milepost #341 plus 3170 feet, near Caliente, California.

Zone A-389. Southern Pacific Railroad Co. Tunnel #6, located at Milepost #341 plus 4750 feet, near Caliente, California.

Zone A-390. Southern Pacific Railroad Co. Tunnel #7, located at Milepost #343 plus 3700 feet, near Woodford, California.

Zone A-391. Southern Pacific Railroad Co. Tunnel #8, located at Milepost #344 plus 1060 feet, near Woodford, California.

Zone A-392. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #346 plus 4380 feet, near Woodford, California.

Zone A-393. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #349 plus 3810 feet, near Woodford, California.

Zone A-394. Southern Pacific Railroad Co. Steel Bridge, located at Milepost #350 plus 1380 feet, near Woodford, California.

Zone A-395. Southern Pacific Railroad Co. Tunnel #9, located at Milepost #351, near Woodford, California.

Zone A-396. Southern Pacific Railroad Co. Tunnel #10, located at Milepost #352 plus 1580 feet, near Woodford, California.

Zone A-397. Southern Pacific Railroad Co. Tunnel #11, located at Milepost #353, near Woodford, California.

Zone A-398. Southern Pacific Railroad Co. Tunnel #14, located at Milepost #355 plus 2110 feet, near Woodford, California.

Zone A-399. Southern Pacific Railroad Co. Tunnel #15, located at Milepost #355 plus 3700 feet, near Woodford, California.

Zone A-400. Southern Pacific Railroad Co. Tunnel #16, located at Milepost #355 plus 4750 feet, near Woodford, California.

Zone A-401. Southern Pacific Railroad Co. Tunnel #17, located at Milepost #356, near Tehachapi, California.

Zone A-402. Atchison Topeka and Santa Fe Railroad Co. Bridge, located at Milepost #565 plus 4650 feet, near Topock, Arizona.

Zone A-403. Atchison Topeka and Santa Fe Railroad Co. Bridge, located at Milepost #746 plus 4717 feet, near Barstow, California.

Zone A-404. Atchison Topeka and Santa Fe Railroad Co. Bridge, located at Milepost #34 plus 595 feet and 579 feet, near Victorville, California.

Zone A-405. Atchison Topeka and Santa Fe Railroad Co. Bridge, located at Milepost #39 plus 649 feet, near Victorville, California.

Zone A-406. Atchison Topeka and Santa Fe Railroad Co. Cajon Tunnel #1, about 380 feet long, located at Milepost #58A plus 4575 feet, near Alray, California.

Zone A-407. Atchison Topeka and Santa Fe Railroad Co. Cajon Tunnel #2, about 468 feet long, located at Milepost 59A plus 959 feet, near Alray, California.

Zone A-408. Atchison Topeka and Santa Fe Railroad Co. Bridge, located at Milepost #63, near Cajon, California.

Zone A-409. Atchison Topeka and Santa Fe Railroad Co. Bridge, located at Milepost #82 plus 489 feet, near San Bernardino, California.

Zone A-410. U.S. Highway #66, Bridge #54-10, approximately 576 feet long over the Mojave River at or near Victorville, California.

Zone A-411. U.S. Highway #91-466, Bridge #54-12, approximately 748 feet long over the Mojave River at or near Barstow, California.

Zone A-412. U.S. Highway #66, Bridge #54-13, approximately 832 feet long over the Colorado River at or near Topock, Arizona.

Zone A-413. U.S. Highway #60-70, Bridge #56-08, approximately 1028 feet long over the Colorado River at or near Ehrenberg, California.

Zone A-414. U.S. Highway #40, Bridge #17-23, about 4 miles West of Cisco, California.

Zone A-415. U.S. Highway #40, Bridge #17-21, about 2 miles West of Cisco, California.

Zone 416. U.S. Highway #40, Bridge #17-18, at or near Donner Summit, California.

Zone A-417. U.S. Highway #40, Bridge #17-14, about 4 miles East of Truckee, California.

Zone A-418. U.S. Highway #40, Bridge #17-13, about 6 miles East of Truckee, California.

Zone A-419. U.S. Highway #40, Bridge #17-12, about 6½ miles East of Truckee, California.

Zone A-420. U.S. Highway #40, Bridge #17-11, about 9 miles East of Truckee, California.

Zone A-421. California State Highway #24, Bridge #9-15, approximately 618 feet long over Spanish Creek, about 1 mile West of Keddle, California.

Zone A-422. California State Highway #24, Bridge #9-14, about 3½ miles West of Keddle, California.

Zone A-423. California State Highway #24, Bridge #9-09, about 2 miles West of Belden, California.

Zone A-424. California State Highway #24, Bridge #9-08, at or near Belden, California.

Zone A-425. California State Highway #24, Bridge #9-04, approximately 292 feet long, over North Fork Feather River, about 7 miles South of Belden, California.

Zone A-426. California State Highway #24, Bridge #9-03, approximately 361 feet long, over North Fork Feather River, about 9 miles South of Belden, California.

Zone A-427. California State Highway #24, Bridge #9-02, approximately 329 feet long, over North Fork Feather River, about 12 miles South of Belden, California.

Zone A-428. California State Highway #24, Bridge #12-38, approximately 681 feet long, over North Fork Feather River, about 28 miles North of Oroville, California.

Zone A-429. California State Highway #24, Bridge #12-36, about 16 miles North of Oroville, California.

Zone A-430. California State Highway #24, Bridge #12-35, about 5 miles North of Oroville, California.

Zone A-431. U.S. Highway #40, Tunnel under part of town and railroad tracks in Newcastle, California.

Zone A-432. California State Highway #24, Elephant Butte Tunnel #9-24, located about 14 miles South of Belden, California.

Zone A-433. California State Highway #24, Grizzley Dome Tunnel #9-01, located about 15 miles South of Belden, California.

Zone A-434. California State Highway #24, Arch Rock Tunnel #12-109, located about 16 miles South of Belden, California.

Zone A-435. Army Air Field, between Lone Pine and Independence, California, located in Sections 2, 3, 11, T14S, R35E, Mt. Diablo Base and Meridian.

Military Area No. 3, comprising the State of Idaho, within which are located Zones A-436 to A-526 inclusive, particularly described below:

Zone A-436. Gowen Field, at or near Boise, Idaho.

Zone A-437. Boise Bombing Range, at or near Boise, Idaho. Beginning at the NE corner Section 6, T2S, R2E, Boise Base and Meridian, thence West 2 miles, thence South 2 miles; thence East 2 miles; thence North 2 miles to the point of beginning.

Zone A-438. Arrow Rock Dam, at or near Boise, Idaho. Location: Section 13, T3N, R4E, Boise Base and Meridian.

Zone A-439. Cove Hydro Electric Plant, at or near Grace, Idaho. Located at Section 21, T10S, R40E, Boise Base and Meridian.

Zone A-440. Oneida Hydro Electric Plant, at or near Preston, Idaho. Located at Section 26, T13S, R40E, Boise Base and Meridian.

Zone A-441. Lifton Pumping Plant, at or near St. Charles, Idaho. Located at Section 16, T15S, R44E, Boise Base and Meridian.

Zone A-442. U.S. Government Dam, at or near American Falls, Idaho. Located at Sections 29, 30, 31, and 32, T7S, R31E, Boise Base and Meridian. The prohibited area is the area within a distance of one-quarter mile of the dam proper and adjoining installations.

Zone A-443. Northern Pacific Railroad Co. Tunnel, located at Milepost #85 plus 4750 feet, near Cabinet, Idaho.

Zone A-444. Northern Pacific Railroad Co. Bridge, located at Milepost #92 plus 5269 feet, near Clarks Fork, Idaho.

Zone A-445. Northern Pacific Railroad Co. Bridge, located at Milepost #3 plus 4652 feet, Sand Point, Idaho.

Zone A-446. Northern Pacific Railroad Co. Bridge, located at Milepost #25 plus 827 feet, Granite, Idaho.

Zone A-447. Northern Pacific Railroad Co. Tunnel, located at Milepost #25 plus 4950 feet, Granite, Idaho.

Zone A-448. Union Pacific Railroad Co. Bridge, located at Milepost #239.8, near American Falls, Idaho. The prohibited area is the area within one-quarter of a mile of the bridge.

Zone A-449. Union Pacific Railroad Co. Bridge at Milepost #466.7, one mile West of Caldwell, Idaho.

Zone A-450. Union Pacific Railroad Co. Bridge, located at Milepost #486.8, two miles East of Nyssa, Idaho.

Zone A-451. Union Pacific Railroad Co. Bridge, located at Milepost #487.7, one mile East of Nyssa, Idaho.

Zone A-452. Union Pacific Railroad Co. Bridge, located at Milepost #499.8, one mile West of Ontario, Oregon.

Zone A-453. Union Pacific Railroad Co. Bridge, located at Milepost #500.2, one and one-quarter mile West of Ontario, Oregon.

Zone A-454. Union Pacific Railroad Co. Bridge, located at Milepost #502.4, 0.4 mile East of Payette, Idaho.

Zone A-455. Union Pacific Railroad Co. Bridge, located at Milepost #536.5, 2.5 miles East of Huntington, Idaho.

Zone A-456. Union Pacific Railroad Co. Bridge, located at Milepost #187.3, 3 miles North of Idaho Falls, Idaho.

Zone A-457. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #21 located at Milepost #1752.49 near Roland, Idaho.

Zone A-458. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #22 located at Milepost #1753.45 near Roland, Idaho.

Zone A-459. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #23 located at Milepost #1754.20 near Roland, Idaho.

Zone A-460. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #24 located at Milepost #1754.35 near Roland, Idaho.

Zone A-461. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-216 located at Milepost #1754.44 near Roland, Idaho.

Zone A-462. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-218 located at Milepost #1754.75 near Adair, Idaho.

Zone A-463. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-220 located at Milepost #1755.32 near Adair, Idaho.

Zone A-464. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #25 located at Milepost #1756.20 near Adair, Idaho.

Zone A-465. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #26 located at Milepost #1756.46 near Adair, Idaho.

Zone A-466. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-224 located at Milepost #1757.18 near Adair, Idaho.

Zone A-467. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-226 located at Milepost #1757.71 near Adair, Idaho.

Zone A-468. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-228 located at Milepost #1758.30 near Falcon, Idaho.

Zone A-460. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-230 located at Milepost #1758.75 near Falcon, Idaho.

Zone A-470. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #27 located at Milepost #1759.02 near Falcon, Idaho.

Zone A-471. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #28 located at Milepost #1759.26 near Falcon, Idaho.

Zone A-472. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #29 located at Milepost #1763.18 near Pearson, Idaho.

Zone A-473. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #30 located at Milepost #1764.05 near Pearson, Idaho.

Zone A-474. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #31 located at Milepost #1764.55 near Pearson, Idaho.

Zone A-475. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-250 located at Milepost #1764.95 near Kyle, Idaho.

Zone A-476. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #32 located at Milepost #1765.21 near Kyle, Idaho.

Zone A-477. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #33 located at Milepost #1766.22 near Kyle, Idaho.

Zone A-478. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-254 located at Milepost #1767.78 near Stetson, Idaho.

Zone A-479. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #34 located at Milepost #1768.45 near Stetson, Idaho.

Zone A-480. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #35 located at Milepost #1769.95 near Stetson, Idaho.

Zone A-481. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #36 located at Milepost #1770.45 near Stetson, Idaho.

Zone A-482. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-2 located at Milepost #1779.95 near Ethelton, Idaho.

Zone A-483. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #37 located at Milepost #1790.05 near Herrick, Idaho.

Zone A-484. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #40 located at Milepost #1824.33 near Ramsdell, Idaho.

Zone A-485. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-44 located at Milepost #1824.80 near Ramsdell, Idaho.

Zone A-486. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-50 located at Milepost #1828.55 near Pedee, Idaho.

Zone A-487. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-52 located at Milepost #1829.20 near Pedee, Idaho.

Zone A-488. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #41 located at Milepost #1840.50 near Sarento, Idaho.

Zone A-489. The Great Northern Railroad Co. Timber Bridge #208 located at Milepost #1371 plus 1600 feet, near Leonia, Idaho.

Zone A-490. The Great Northern Railroad Co. Tunnel #10.1 located at Milepost #1374 plus 800 feet, near Katka, Idaho.

Zone A-491. The Great Northern Railroad Co. Tunnel #10.2 located at Milepost #1376 plus 1300 feet, near Katka, Idaho.

Zone A-492. The Great Northern Railroad Co. Bridge #210 located at Milepost #1376 plus 1900 feet, near Katka, Idaho.

Zone A-493. The Great Northern Railroad Co. Steel Bridge #220 located at Milepost #1391 plus 4100 feet, near Moravia, Idaho.

Zone A-494. The Great Northern Railroad Co. Bridge #244 located at Milepost #1423 plus 3000 feet, near Dover, Idaho.

Zone A-495. The Great Northern Railroad Co. Steel Bridge #249 located at Milepost #1428 plus 2600 feet, near Wrencoe, Idaho.

Zone A-496. The Great Northern Railroad Co. Tunnel #10.3 located at Milepost #1442 plus 4100 feet, near Priest River, Idaho.

Zone A-497. The Great Northern Railroad Co. Steel Bridge #260 located at Milepost #1443 plus 1700 feet, near Priest River, Idaho.

Zone A-498. The Great Northern Railroad Co. Tunnel #11 located at Milepost #1443 plus 4600 feet, near Priest River, Idaho.

Zone A-499. U.S. Highway #95, Bridge over Kootenai River, at or near Bonners Ferry, Idaho. The prohibited area is the area within 100 yards of the bridge.

Zone A-500. U.S. Highway #95, Bridge over Pend Oreille River, at or near Sandpoint, Idaho.

Zone A-501. U.S. Highway #195 Bridge over Priest River, at or near Priest River, Idaho. The prohibited area is the area within 100 yards of the bridge.

Zone A-502. U.S. Highway #195 Bridge over Pend Oreille, about 1 mile North, near Newport, Washington.

Zone A-503. U.S. Highway #10 Bridge over Coeur D'Alene River, at or near Cataldo, Idaho.

Zone A-504. U.S. Highway #10 Fourth of July Tunnel, about 12 miles Northwest of Cataldo, Idaho.

Zone A-505. U.S. Highway #410 18th Street Bridge over Clearwater River, at or near Lewiston, Idaho. The prohibited area is the area within 100 yards of the bridge.

Zone A-506. U.S. Highway #410 Interstate Bridge over Snake River in Lewiston, Idaho. The prohibited area is the area within 100 yards of the bridge.

Zone A-507. U.S. Highway #30 Bridge over Snake River, about 1 mile North of Fruitland, Idaho.

Zone A-508. U.S. Highway #95 Bridge over Salmon River, about 2 miles North of Riggins, Idaho.

Zone A-509. U.S. Highway #93 Jerome Bridge over Snake River, about 1 mile North of Twin Falls, Idaho. The prohibited area is the area within one-quarter mile of the bridge.

Zone A-510. U.S. Highway #91 Bridge over Snake River in Idaho Falls, Idaho. The prohibited area is the area within 100 yards of the bridge.

Zone A-511. U.S. Highway #191 Bridge over Snake River, near Rigby, Idaho.

Zone A-512. Radio Station KIDO, Hotel Boise, Boise, Idaho.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-513. Radio Station KID, KID Building, Idaho Falls, Idaho.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-514. Radio Station KRJC, Lewis-Clark Hotel, Lewiston, Idaho.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-515. Radio Station KSEI, Radio Service Corporation, Pocatello, Idaho.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-516. Radio Station KTFI, Twin Radio Center, Twin Falls, Idaho.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-517. Airport, at or near Caldwell, Idaho. Location: Section 21, T4N, R3E, Boise Base and Meridian.

The prohibited area is the area within 100 yards of the boundaries of the airport.

Zone A-518. Airport, at or near Boise, Idaho, described as all of Section 28; all of Section 29; the South half of the South half of Section 20; the South half of the South half of Section 21; the South half of the Southwest quarter of Section 22; the West half of Section 27; the Northwest quarter and the North half of the Southwest quarter of Section 34; the North half and the North half of the South half of Section 33; the North half and the North half of the South half of Section 32; all in Township 3 North of Range 2 East, Boise Base and Meridian.

Zone A-519. Airport, at or near Lewiston, Idaho, described as the Northeast quarter of the Southeast quarter of the Southwest quarter, and the Southwest quarter of the Southeast quarter of the Southwest quarter of Section 7; and the Northeast quarter of the Northeast quarter of the Northwest quarter of Section 18, Township 35 North, Range 5 West, Boise Base and Meridian.

Zone A-520. Airport, at or near Idaho Falls, Idaho, described as South half Section 1; South half Section 2; all Section 11; all Section 12; North half Section 13; North half Section 14; all in Township 2 North, Range 37 East, Boise Base and Meridian.

Zone A-521. Airport, at or near Pocatello, Idaho, described as the Southeast quarter and the South half of the Southwest quarter of Section 1; all of Section 12 and the North half of the North half of Section 13, all in Township 6 South, Range 33 East, Boise Base and Meridian, and the West half of the Southwest quarter of Section 6 and all of Section 7, except the East half of said Section 7, all in Township 6 South, Range 34 East, Boise Base and Meridian.

Zone A-522. Airport, at or near Twin Falls, Idaho, described as Southeast quarter of Southeast quarter of Section 8; South half of Southwest quarter Section 9; South half Southeast quarter Section 9; Southwest quarter of Southwest quarter Section 10; West half Northwest quarter Section 15; Northwest quarter of Southwest quarter Section 15; North half Southeast

quarter Section 16; Southwest half of Southeast quarter Section 16; Northwest quarter of Northeast quarter Section 21; North half of Northwest quarter Section 21; Northeast quarter of Northeast quarter Section 20; East half Southeast quarter Section 17; East half Northwest quarter Section 17; all in Township 11, Range 17 East, Boise Base and Meridian.

Zone A-523. Black Canyon Dam and Hydro Electric Plant, at or near Emmett, Idaho, located in Section 22, T7N, R1W, Boise Base and Meridian.

Zone A-524. Deadwood Dam, Valley County, Idaho, located in Section 8, T11N, R7E, Boise Base and Meridian.

Zone A-525. Soda Hydro Electric Plant, at or near Alexander, Idaho, located in Section 17, T9S, R41E, Boise Base and Meridian.

Zone A-526. Grace Hydro Electric Plant, at or near Grace, Idaho, located in Section 21, T10S, R40E, Boise Base and Meridian.

Military Area #4, comprising the State of Montana, within which are located Zones A-527 to A-709, inclusive, particularly described below:

Zone A-527. Smelter of the Anaconda Copper Co., at or near Anaconda, Montana, located in Section 12, T4N, R1W, Butte Base and Meridian.

Zone A-528. Smelter of the American Smelter and Refining Co., at or near East Helena, Montana, located in Section 36, T10N, R3W, Butte Base and Meridian. The prohibited area is the area within one-quarter mile of the smelter property.

Zone A-529. Smelter of the Anaconda Copper Co., at or near Great Falls, Montana, located in Sections 31, 32, T21N, R4E, and Sections 5, 6, T20N, R4E, Butte Base and Meridian.

Zone A-530. Oil and Gas Field of the Montana Power Co., at or near Cut Bank, Montana, located in Sections 1-36 inc. of T32, 33, 34, 35, 36N, R4, 5, 6W, Butte Base and Meridian.

Zone A-531. Refinery, Montana Power Co., at or near Cut Bank, Montana, located in Section 32, T32N, R5W, Butte Base and Meridian.

Zone A-532. Tank site of the Montana Power Co., at or near Cut Bank, Montana, being in all of Section 7, T33N, R5W, Butte Base and Meridian.

Zone A-533. Oil Pump Station #1 of Montana Power Co., at or near Cut Bank, Montana, located in Section 6, T33N, R5W, Butte Base and Meridian.

Zone A-534. Oil Pump Station #2 of Montana Power Co., at or near Cut Bank, Montana, located in Section 4, T32N, R5W, Butte Base and Meridian.

Zone A-535. Standby Tank of the Montana Power Co., at or near Butte, Montana, located in Section 14, T3N, R8W, Butte Base and Meridian. The prohibited area is that area within 100 yards of the property.

Zone A-536. Black Eagle Hydro Electric Plant and Dam, near Great Falls, Montana, located in Section 5, T20N, R4E, Butte Base and Meridian.

Zone A-537. Canyon Ferry Hydro Electric Plant and Dam, near Helena, Montana, located in Section 10, T10N, R1W, Butte Base and Meridian.

Zone A-538. Hauser Hydro Electric Plant and Dam, near Helena, Montana, located in Section 29, T12N, R2W, Butte Base and Meridian.

Zone A-539. Kerr Hydro Electric Plant and Dam, near Polson, Montana, located in Section 12, T22N, R21W, Butte Base and Meridian.

Zone A-540. Morony Hydro Electric Plant and Dam, near Great Falls, Montana, located in Section 14, T21N, R5E, Butte Base and Meridian.

Zone A-541. Mystic Hydro Electric Plant and Dam, near Columbus, Montana, located in Sections 7 and 9, T7S, R16E, Butte Base and Meridian.

Zone A-542. Rainbow Hydro Electric Plant and Dam, near Great Falls, Montana, located in Sections 34 and 35, T21N, R4E, Butte Base and Meridian.

Zone A-543. Ryan Hydro Electric Plant and Dam, near Great Falls, Montana, located in Sections 17 and 20, T21N, R5E, Butte Base and Meridian.

Zone A-544. Thompson Falls Hydro Electric Plant and Dam, near Thompson Falls, Montana, located in Sections 7 and 8, T21N, R29W, Butte Base and Meridian.

Zone A-545. Holter Hydro Electric Plant and Dam, near Helena, Montana, located in Sections 5 and 8, T14N, R3W, Butte Base and Meridian.

Zone A-546. Fort Peck Dam, Fort Peck Spillway and town of Fort Peck, Montana, located in Section 13, T26N, R40E; Sections 9, 10, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, T26N, R41E; and Sections 6, 7, T26N, R42E, Butte Base and Meridian.

Zone A-547. Northern Pacific Railroad Co. Bridge located at Milepost #47 plus 619 feet from Glendive, Montana, near Blatchford, Montana.

Zone A-548. Northern Pacific Railroad Co. Bridge located at Milepost #78 plus 5129 feet from Glendive, Montana, near Miles City, Montana.

Zone A-549. Northern Pacific Railroad Co. Bridge located at Milepost #167 plus 4367 feet from Glendive, Montana, near Big Horn, Montana.

Zone A-550. Northern Pacific Railroad Co. Tunnel located at Milepost #170 plus 1006 feet from Glendive, Montana, near Big Horn, Montana.

Zone A-551. Northern Pacific Railroad Co. Bridge located at Milepost #223 plus 4204 feet from Glendive, Montana, near Huntley, Montana.

Zone A-552. Northern Pacific Railroad Co. Bridge located at Milepost #51 plus 2651 feet from Billings, Montana, near Craver, Montana.

Zone A-553. Northern Pacific Railroad Co. Bridge located at Milepost #113 plus 4224 feet from Billings, Montana, near Livingston, Montana.

Zone A-554. Northern Pacific Railroad Co. Tunnel located at Milepost #123 plus 5194 feet from Billings, Montana, near Hoppers, Montana.

Zone A-555. Northern Pacific Railroad Co. Tunnel located at Milepost #127 plus 2334 feet from Billings, Montana, near Chestnut, Montana.

Zone A-556. Northern Pacific Railroad Co. Tunnel located at Milepost #52 plus 528 feet from Helena, Montana, near Garrison, Montana.

Zone A-557. Northern Pacific Railroad Co. Tunnel located at Milepost #90 plus 4224 feet from Helena, Montana, near Nimrod, Montana.

Zone A-558. Northern Pacific Railroad Co. Tunnel located at Milepost #94 plus 2112 feet from Helena, Montana, near Bonita, Montana.

Zone A-559. Northern Pacific Railroad Co. Bridge located at Milepost #113 plus 4388 feet from Helena, Montana, near Missoula, Montana.

Zone A-560. Northern Pacific Railroad Co. Bridge located at Milepost #114 plus 1597 feet from Helena, Montana, near Missoula, Montana.

Zone A-561. Northern Pacific Railroad Co. Bridge located at Milepost #116 plus 300 feet from Helena, Montana, near Missoula, Montana.

Zone A-562. Northern Pacific Railroad Co. Bridge located at Milepost #133 plus 458 feet from Helena, Montana, near Elvaro, Montana.

Zone A-563. Northern Pacific Railroad Co. Bridge located at Milepost #181 plus 864 feet from Helena, Montana, near Knowles, Montana.

Zone A-564. Northern Pacific Railroad Co. Bridge located at Milepost #36 plus 3082 feet from Paradise, Montana, near Belknap, Montana.

Zone A-565. Northern Pacific Railroad Co. Bridge located at Milepost #50 plus 3532 feet from Paradise, Montana, near Trout Creek, Montana.

Zone A-566. Northern Pacific Railroad Co. Bridge located at Milepost #55 plus 346 feet from Paradise, Montana, near Trout Creek, Montana.

Zone A-567. Northern Pacific Railroad Co. Bridge located at Milepost #60 plus 4712 feet from Paradise, Montana, near Tuscor, Montana.

Zone A-568. Northern Pacific Railroad Co. Bridge located at Milepost #51 plus 2504 feet from Logan, Montana, near Spire Rock, Montana.

Zone A-569. Northern Pacific Railroad Co. Bridge located at Milepost #52 plus 3961 feet from Logan, Montana, near Spire Rock, Montana.

Zone A-570. Northern Pacific Railroad Co. Tunnel located at Milepost #57 plus 2475 feet from Logan, Montana, near Welch, Montana.

Zone A-571. Northern Pacific Railroad Co. Tunnel located at Milepost #60 plus 4904 feet from Logan, Montana, near Homestake, Montana.

Zone A-572. Northern Pacific Railroad Co. Tunnel located at Milepost #61 plus 3732 feet from Logan, Montana, near Homestake, Montana.

Zone A-573. Northern Pacific Railroad Co. Bridge located at Milepost #63 plus 3837 feet from Logan, Montana, near Homestake, Montana.

Zone A-574. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #AA-424, located at Milepost #1085.50, near Calypso, Montana.

Zone A-575. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #AA-478, located at Milepost #1108.60, near Kinsey, Montana.

Zone A-576. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #BB-8, located at Milepost #1124.55, near Paragon, Montana.

Zone A-577. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #2, located at Milepost #1398.90, near Fannulu, Montana.

Zone A-578. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #3, located at Milepost #1408.17, near Canyon, Montana.

Zone A-579. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #CC188, located at Milepost #1408.45, near Canyon, Montana.

Zone A-580. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #4, located at Milepost #1408.50, near Canyon, Montana.

Zone A-581. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #5, located at Milepost #1410.15, near Francis, Montana.

Zone A-582. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #6, located at Milepost #1421.40, near Deer Park, Montana.

Zone A-583. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #7, located at Milepost #1422.10, near Deer Park, Montana.

Zone A-584. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #8, located at Milepost #1423.70, near Deer Park, Montana.

Zone A-585. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #9, located at Milepost #1429.80, near Lombard, Montana.

Zone A-586. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #CC-274, located at Milepost #1430.90, near Lombard, Montana.

Zone A-587. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #10, located at Milepost #1496.75, near Grace, Montana.

Zone A-588. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #CC-344, located at Milepost #1497.09, near Grace, Montana.

Zone A-589. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #CC-346, located at Milepost #1502.05, near Donald, Montana.

Zone A-590. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #11, located at Milepost #1505.50, near Penfield, Montana.

Zone A-591. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #CC-348, located at Milepost #1507.05, near Penfield, Montana.

Zone A-592. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #12, located at Milepost #1507.75, near Penfield, Montana.

Zone A-593. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #13, located at Milepost #1508.72, near Penfield, Montana.

Zone A-594. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #14, located at Milepost #1573.80, near Garrison, Montana.

Zone A-595. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #15, located at Milepost #1612.48, near Ravenna, Montana.

Zone A-596. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #16, located at Milepost #1616.10, near Ravenna, Montana.

Zone A-597. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #16½, located at Milepost #1635.70, near Bonner Jet., Montana.

Zone A-598. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-80, located at Milepost #1643.5, near Missoula, Montana.

Zone A-599. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-82A, located at Milepost #1643.6, near Missoula, Montana.

Zone A-600. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-82B, located at Milepost #1643.65, near Missoula, Montana.

Zone A-601. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-134, located at Milepost #1666.7, near Soudan, Montana.

Zone A-602. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #17, located at Milepost #1668.36, near Soudan, Montana.

Zone A-603. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #18, located at Milepost #1677.08, near Cyr, Montana.

Zone A-604. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #DD-142, located at Milepost #1678.21, near Cyr, Montana.

Zone A-605. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-144, located at Milepost #1682.30, near Cyr, Montana.

Zone A-606. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-146, located at Milepost #1690.46, near Tarkio, Montana.

Zone A-607. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-170, located at Milepost #1716.35, near St. Regis, Montana.

Zone A-608. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-190, located at Milepost #1740.60, near Saltese, Montana.

Zone A-609. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #DD-198, located at Milepost #1745.45, near Bryson, Montana.

Zone A-610. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #19, located at Milepost #1745.60, near Bryson, Montana.

Zone A-611. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #20, located at Milepost #1749.27, near East Portal, Montana.

Zone A-612. Great Northern Railway Co. Bridge #68, located at Milepost #1090 plus 4300 feet, near Cut Bank, Montana.

Zone A-613. Great Northern Railway Co. Bridge #95, located at Milepost #1137 plus 1200 feet, near Glacier Park, Montana.

Zone A-614. Great Northern Railway Co. Bridge #97, located at Milepost #1138 plus 1300 feet, near Bison, Montana.

Zone A-615. Great Northern Railway Co. Tunnel #1, located at Milepost #1158 plus 2900 feet, near Singleshoot, Montana.

Zone A-616. Great Northern Railway Co. Tunnel #1½, located at Milepost #1160 plus 1500 feet, near Singleshoot, Montana.

Zone A-617. Great Northern Railway Co. Bridge #116, located at Milepost #1165 plus 3100 feet, near Walton, Montana.

Zone A-618. Great Northern Railway Co. Bridge #117, located at Milepost #1166 plus 3700 feet, near Walton, Montana.

Zone A-619. Great Northern Railway Co. Bridge #122, located at Milepost #1173 plus 3000 feet, near Pinnacle, Montana.

Zone A-620. Great Northern Railway Co. Tunnel #2, located at Milepost #1176 plus 1500 feet, near Hidden Lake, Montana.

Zone A-621. Great Northern Railway Co. Tunnel #3, located at Milepost #1176 plus 4400 feet, near Hidden Lake, Montana.

Zone A-622. Great Northern Railway Co. Bridge #125, located at Milepost #1179 plus 600 feet, near Hidden Lake, Montana.

Zone A-623. Great Northern Railway Co. Bridge #126, located at Milepost #1181 plus 900 feet, near Red Eagle, Montana.

Zone A-624. Great Northern Railway Co. Bridge #127, located at Milepost #1181 plus 2200 feet, near Red Eagle, Montana.

Zone A-625. Great Northern Railway Co. Tunnel #4, located at Milepost #1194 plus 2900 feet, near Belton, Montana.

Zone A-626. Great Northern Railway Co. Bridge #140, located at Milepost #1204 plus 4800 feet, near Citadel, Montana.

Zone A-627. Great Northern Railway Co. Tunnel #5, located at Milepost #1207 plus 3200 feet, near Columbia Falls, Montana.

Zone A-628. Great Northern Railway Co. Bridge #14, located at Milepost #1219 plus 5000 feet, near Whitefish, Montana.

Zone A-629. Great Northern Railway Co. Tunnel #5-A, located at Milepost #1226 plus 4600 feet, near Depew, Montana.

Zone A-630. Great Northern Railway Co. Bridge #66, located at Milepost #1237 plus 3100 feet, near Olney, Montana.

Zone A-631. Great Northern Railway Co. Bridge #106, located at Milepost #1258, near Fortine, Montana.

Zone A-632. Great Northern Railway Co. Bridge #116, located at Milepost #1263 plus 4500 feet, near Tobacco, Montana.

Zone A-633. Great Northern Railway Co. Bridge #131, located at Milepost #1269 plus 4600 feet, near Eureka, Montana.

Zone A-634. Great Northern Railway Co. Bridge #147, located at Milepost #1275 plus 3000 feet, near Rexford, Montana.

Zone A-635. Great Northern Railway Co. Tunnel #5-B, located at Milepost #1276 plus 4100 feet, near Rexford, Montana.

Zone A-636. Great Northern Railway Co. Bridge #156, located at Milepost #1276 plus 4800 feet, near Rexford, Montana.

Zone A-637. Great Northern Railway Co. Bridge #187.5, located at Milepost #1335, near Libby, Montana.

Zone A-638. Great Northern Railway Co. Tunnel #6, located at Milepost #1352 plus 1600 feet, near Troy, Montana.

Zone A-639. Great Northern Railway Co. Bridge #196-A, located at Milepost #1352 plus 4400 feet, near Troy, Montana.

Zone A-640. Great Northern Railway Co. Bridge #642, located at Milepost #43 plus 1551 feet, near Virgelle, Montana.

Zone A-641. Great Northern Railway Co. Bridge #659, located at Milepost #62 plus 2729 feet, near Chappell, Montana.

Zone A-642. Great Northern Railway Co. Tunnel #12, located at Milepost #68 plus 2567 feet, near Teton, Montana.

Zone A-643. Great Northern Railway Co. Tunnel #13, located at Milepost #74 plus 344 feet, near Fort Benton, Montana.

Zone A-644. Great Northern Railway Co. Bridge #737, located at Milepost #104 plus 666 feet, near Portage, Montana.

Zone A-645. Great Northern Railway Co. Bridge #738, located at Milepost #113 plus 2344 feet, near Rainbow, Montana.

Zone A-646. Great Northern Railway Co. Bridge #755, located at Milepost #119 plus 1719 feet, near Great Falls, Montana.

The prohibited area is the area within 100 yards of the bridge.

Zone A-647. Great Northern Railway Co. Bridge #754, located at Milepost #117 plus 1230 feet, near Great Falls, Montana.

Zone A-648. Great Northern Railway Co. Tunnel #1, located at Milepost #155 plus 1087 feet, near Hardy, Montana.

Zone A-649. Great Northern Railway Co. Tunnel #2, located at Milepost #161 plus 3660 feet, near Mid Canyon, Montana.

Zone A-650. Great Northern Railway Co. Tunnel #3, located at Milepost #164 plus 3760 feet, near Mid Canyon, Montana.

Zone A-651. Great Northern Railway Co. Tunnel #4, located at Milepost #181 plus 2853 feet, near Wolf Creek, Montana.

Zone A-652. Great Northern Railway Co. Tunnel #5, located at Milepost #183 plus 3340 feet, near Wolf Creek, Montana.

Zone A-653. Great Northern Railway Co. Bridge #98, located at Milepost #236 plus 519 feet, near Jefferson, Montana.

Zone A-654. Great Northern Railway Co. Tunnel #6, located at Milepost #241 plus 100 feet, near Wickes, Montana.

Zone A-655. Great Northern Railway Co. Tunnel #7, located at Milepost #254 plus 2090 feet, near Fuller, Montana.

Zone A-656. Great Northern Railway Co. Tunnel #8, located at Milepost #264 plus 885 feet, near Bernice, Montana.

Zone A-657. Great Northern Railway Co. Tunnel #9, located at Milepost #265 plus 299 feet, near Bernice, Montana.

Zone A-658. Great Northern Railway Co. Tunnel #10, located at Milepost #279 plus 1810 feet, near Woodville, Montana.

Zone A-659. Great Northern Railway Co. Bridge #164, located at Milepost #283 plus 2658 feet, near Mountain Junction, Montana.

Zone A-660. Great Northern Railway Co. Bridge #166, located at Milepost #284 plus 495 feet, near Mountain Junction, Montana.

Zone A-661. Great Northern Railway Co. Tunnel Q-1, located at Milepost #12 plus 2491 feet, near Shorey, Montana.

Zone A-662. Great Northern Railway Co. Tunnel Q-2, located at Milepost #44 plus 853 feet, near Painted Robe, Montana.

Zone A-663. Great Northern Railway Co. Bridge #135, located at Milepost #57 plus 1713 feet, near Slayton, Montana.

Zone A-664. Great Northern Railway Co. Tunnel Q-3, located at Milepost #149 plus 385 feet, near Windham, Montana.

Zone A-665. Great Northern Railway Co. Tunnel Q-4, located at Milepost #160 plus 85 feet, near Dover, Montana.

Zone A-666. Great Northern Railway Co. Tunnel Q-5, located at Milepost #200 plus 1630 feet, near Wayne, Montana.

Zone A-667. Great Northern Railway Co. Bridge #298, located at Milepost #44 plus 1453 feet from Great Falls, Montana, near Collins, Montana.

Zone A-668. Great Northern Railway Co. Bridge #299, located at Milepost #45 plus 3491 feet, from Great Falls, Montana, near Collins, Montana.

Zone A-669. Great Northern Railway Co. Bridge #325, located at Milepost #88 plus 4964 feet from Great Falls, Montana, near Naismith, Montana.

Zone A-670. Butte, Anaconda and Pacific Railroad Co. Tunnel, located at Milepost #4 plus 539 feet from Rocker, Montana, near Butte, Montana. The prohibited area is the area within 100 yards of the tunnel.

Zone A-671. Butte, Anaconda and Pacific Railroad Co. Tunnel, located at Milepost #4 plus 1657 feet from Rocker, Montana, near Butte, Montana.

Zone A-672. Butte, Anaconda and Pacific Railroad Co. Bridge, located at Milepost #10 plus 5122 feet from Butte, Montana, near Dawson, Montana.

Zone A-673. Butte, Anaconda and Pacific Railroad Co. Bridge, located at Milepost # 11 plus 106 feet from Butte, Montana, near Dawson, Montana.

Zone A-674. U.S. Highway #2, Bridge over South Fork Flat-head River, 6 miles East of Columbia Falls, Montana.

Zone A-675. U.S. Highway #2, Bridge over Middlefork Flat-head River, 3 miles West of Java, Montana.

Zone A-676. U.S. Highway #2, Bridge over Two Medicine Creek, 2½ miles East of Glacier, Montana.

Zone A-677. U.S. Highway #2, Bridge over Cut Bank Creek, 1 mile West of Cut Bank, Montana.

Zone A-678. Montana State Highway #16, Bridge over Missouri River, 3 miles Southeast of Culbertson, Montana.

Zone A-679. Montana State Highway #13, Bridge over Missouri River, 7 miles Southeast of Wolfpoint, Montana.

Zone A-680. Montana State Highway #3, Bridge over Clark-fork, Columbia River, 1 mile Northwest of Troutcreek, Montana.

Zone A-681. Montana State Highway #3, Bridge over Clark-fork, Columbia River, ½ mile West of Thompson Falls, Montana. The prohibited area is the area within one quarter mile of the bridge.

Zone A-682. U.S. Highway #10 and #12, Bridge over Yellowstone River, 1 mile West of Huntley, Montana.

Zone A-683. U.S. Highway #10 and #12, Bridge over Big-horn River, 3 miles East of Custer, Montana.

Zone A-684. U.S. Highway #10, Bridge over Powder River, 7 miles West of Terry, Montana.

Zone A-685. U.S. Highway #10, Bridge over Yellowstone River, 11 miles East of Terry, Montana.

Zone A-686. U.S. Highway #12, Bridge over Powder River, 29 miles East of Miles City, Montana.

Zone A-687. U.S. Highway #10, Bridge over O'Fallon Creek, 4 miles East of Terry, Montana.

Zone A-688. Montana State Highway #22, Bridge over Yellowstone Creek, 1 mile Northwest of Miles City, Montana. The prohibited area is the area within one-half mile of the bridge.

Zone A-689. U.S. Highway #87, Bridge over Bighorn River, 2 miles East of Hardin, Montana.

Zone A-690. U.S. Highway #10, Bridge over Yellowstone River $\frac{1}{2}$ mile West of Glendive, Montana. The prohibited area is the area within one-fourth mile of the bridge.

Zone A-691. U.S. Highway #310, Bridge over Clarkfork River, 2 miles South of Bridger, Montana.

Zone A-692. U.S. Highway #12 and #310, Bridge over Yellowstone River, 1 mile South of Laurel, Montana.

Zone A-693. U.S. Highway #89, Bridge over Yellowstone River, in Gardiner, Montana. The prohibited area is the area within 100 yards of the bridge.

Zone A-694. U.S. Highway #91, Bridge over Missouri River, 2 miles East of Wolfcreek, Montana.

Zone A-695. U.S. Highway #91, Bridge over Missouri River, 10 miles Southwest of Cascade, Montana.

Zone A-696. U.S. Highway #91, Bridge over Missouri River, in Great Falls, Montana. The prohibited area is the area within 100 yards of the bridge.

Zone A-697. Montana State Highway #29, Bridge over Missouri River, $\frac{1}{2}$ mile North of Great Falls, Montana. The prohibited area is the area within one-fourth mile of the bridge.

Zone A-698. Montana State Highway #29, Bridge over Marias Creek, in Loma, Montana.

Zone A-699. U.S. Highway #91, Bridge over Marias Creek, 6 miles South of Shelby, Montana.

Zone A-700. Radio Station KGHL, located at Fifth and North Broadway, Billings, Montana.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, and whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-701. Radio Station KGIR, located at Butte, Montana.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, and whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-702. Radio Station KFBB, located at 1st National Bank Building, Great Falls, Montana.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, and whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-703. Radio Station KPFA, located at 1306 11th Avenue, Helena, Montana.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, and whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-704. Radio Station KGVO, located at 132 West Front Street, Missoula, Montana.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, and whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-705. Billings, Montana, Airport, located in Sec. 30, T1N, R26E, Butte Base and Meridian.

Zone A-706. Butte, Montana, Airport, located in Sec. 5, T2N, R7W, Butte Base and Meridian.

Zone A-707. Great Falls, Montana Airport, located in Sec. 16, T20N, R3E, Butte Base and Meridian.

Zone A-708. Helena, Montana, Airport, located in Sec. 21, T10N, R3W, Butte Base and Meridian.

Zone A-709. Missoula, Montana, Airport, located in Sec. 2, T13N, R20W, Butte Base and Meridian. The prohibited area is the area within one-fourth mile of the Airport.

Military Area #5, comprising the State of Nevada, within which are located Zones A-710—A-833, inclusive, particularly described below:

Zone A-710. Boulder Dam, at or near Boulder City, Nevada, located in all of the Sections within T22S, R64E and T23S, R64E, Mt. Diablo Base and Meridian, and T30N, R23W and T31N, R23W, Gila and Salt River Base and Meridian.

Zone A-711. Air Corps Gunnery Range, at or near Las Vegas, Nevada, described as beginning at the NW Cor. Section 15, T19S, R61E, Mt. Diablo Base and Meridian, thence South 6 miles; thence East 3 miles; thence South 2 miles; thence East 6 miles; thence North 10 miles; thence West 6 miles; thence South 2 miles; thence West 3 miles to the point of beginning.

Zone A-712. Naval Ammunition Depot, at or near Hawthorne, Nevada, located in all of the Section within T7 and 8N, R28, 29, 30E and Section 31, T9N, R31E, Mt. Diablo Base and Meridian. The prohibited area is limited to the boundaries of the depot.

Zone A-713. Radio Station KENO, Las Vegas, Nevada.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, and whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-714. Radio Station KOH, 143 Stevenson St., Reno, Nevada.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-715. Reno, Nevada, Municipal Airport, at or near Reno, Nevada.

Zone A-716. Elko Municipal Airport, at or near Elko, Nevada.

Zone A-717. Las Vegas Municipal Airport, at or near Las Vegas, Nevada.

Zone A-718. The prohibited area in the City of Reno, Nevada, is as described below and specifically stated to be bounded on the North by Southern Pacific Railroad Company tracks, on the East by Rock Street, on the South by Mill Street, and on the West by Fulton Place.

Zone A-719. The prohibited area in the City of Elko, Nevada, is as described below and specifically stated to be bounded on the North by 11th Street, on the East by Silver Street, on the South by 5th Street, and on the West by Oak Street.

Zone A-720. Southern Pacific Railroad Co. Bridge at Milepost #249 plus 4423 feet, near Sparks, Nevada.

Zone A-721. Southern Pacific Railroad Co. Bridge at Milepost #250 plus 5264 feet, near Sparks, Nevada.

Zone A-722. Southern Pacific Railroad Co. Bridge at Milepost #258 plus 303 feet, near Sparks, Nevada.

Zone A-723. Southern Pacific Railroad Co. Bridge at Milepost #262 plus 2676 feet, near Fernley, Nevada.

Zone A-724. Southern Pacific Railroad Co. Bridge at Milepost #264 plus 2513 feet, near Fernley, Nevada.

Zone A-725. Southern Pacific Railroad Co. Bridge at Milepost #264 plus 3692 feet, near Fernley, Nevada.

Zone A-726. Southern Pacific Railroad Co. Bridge at Milepost #268 plus 1286 feet, near Fernley, Nevada.

Zone A-727. Southern Pacific Railroad Co. Bridge at Milepost #268 plus 3651 feet, near Fernley, Nevada.

Zone A-728. Southern Pacific Railroad Co. Bridge at Milepost #269 plus 2306 feet, near Fernley, Nevada.

Zone A-729. Southern Pacific Railroad Co. Bridge at Milepost #436 plus 028 feet, near Golconda, Nevada.

Zone A-730. Southern Pacific Railroad Co. Bridge at Milepost #441 plus 2743 feet, near Red House, Nevada.

Zone A-731. Southern Pacific Railroad Co. Bridge at Milepost #518 plus 1689 feet, near Palisade, Nevada.

Zone A-732. Southern Pacific Railroad Co. Bridge at Milepost #518 plus 2852 feet, near Palisade, Nevada.

Zone A-733. Southern Pacific Railroad Co. Bridge at Milepost #518 plus 4010 feet, near Palisade, Nevada.

Zone A-734. Southern Pacific Railroad Co. Bridge at Milepost #519 plus 951 feet, near Palisade, Nevada.

Zone A-735. Southern Pacific Railroad Co. Bridge at Milepost #519 plus 3573 feet, near Palisade, Nevada.

Zone A-736. Southern Pacific Railroad Co. Bridge at Milepost #520 plus 825 feet, near Palisade, Nevada.

Zone A-737. Southern Pacific Railroad Co. Bridge at Milepost #520 plus 2000 feet, near Palisade, Nevada.

Zone A-738. Southern Pacific Railroad Co. Bridge at Milepost #520 plus 4896 feet, near Palisade, Nevada.

Zone A-739. Southern Pacific Railroad Co. Bridge at Milepost #522 plus 394 feet, near Palisade, Nevada.

Zone A-740. Southern Pacific Railroad Co. Bridge at Milepost #522 plus 1924 feet, near Palisade, Nevada.

Zone A-741. Southern Pacific Railroad Co. Bridge at Milepost #523 plus 1782 feet, near Palisade, Nevada.

Zone A-742. Southern Pacific Railroad Co. Bridge at Milepost #525 plus 777 feet, near Carlin, Nevada.

Zone A-743. Southern Pacific Railroad Co. Tunnel #1 at Milepost #526 plus 1046 feet, near Carlin, Nevada.

Zone A-744. Southern Pacific Railroad Co. Bridge at Milepost #525 plus 2218 feet, near Carlin, Nevada.

Zone A-745. Southern Pacific Railroad Co. Bridge at Milepost #538 plus 1191 feet, near Carlin, Nevada.

Zone A-746. Southern Pacific Railroad Co. Bridge at Milepost #538 plus 4866 feet, near Carlin, Nevada.

Zone A-747. Southern Pacific Railroad Co. Bridge at Milepost #539 plus 2497 feet, near Carlin, Nevada.

Zone A-748. Southern Pacific Railroad Co. Tunnel #2 at Milepost #539 plus 2884 feet, near Elko, Nevada.

Zone A-749. Southern Pacific Railroad Co. Bridge at Milepost #539 plus 4939 feet, near Elko, Nevada.

Zone A-750. Southern Pacific Railroad Co. Bridge at Milepost #540 plus 4692 feet, near Elko, Nevada.

Zone A-751. Southern Pacific Railroad Co. Bridge at Milepost #541 plus 829 feet, near Elko, Nevada.

Zone A-752. Southern Pacific Railroad Co. Bridge at Milepost #541 plus 3376 feet, near Elko, Nevada.

Zone A-753. Southern Pacific Railroad Co. Bridge at Milepost #542 plus 2353 feet, near Elko, Nevada.

Zone A-754. Southern Pacific Railroad Co. Tunnel #3 at Milepost #566 plus 2911 feet, near Halleck, Nevada.

Zone A-755. Southern Pacific Railroad Co. Bridge at Milepost #567 plus 1010 feet, near Halleck, Nevada.

Zone A-756. Southern Pacific Railroad Co. Bridge at Milepost #568 plus 1371 feet, near Halleck, Nevada.

Zone A-757. Southern Pacific Railroad Co. Tunnel #4 at Milepost #568 plus 3618 feet, near Halleck, Nevada.

Zone A-758. Southern Pacific Railroad Co. Bridge at Milepost #569 plus 4469 feet, near Halleck, Nevada.

Zone A-759. Southern Pacific Railroad Co. Bridge at Milepost #570 plus 1919 feet, near Halleck, Nevada.

Zone A-760. Southern Pacific Railroad Co. Tunnel #5 at Milepost #570 plus 3000 feet, near Halleck, Nevada.

Zone A-761. Southern Pacific Railroad Co. Trestle at Milepost #670 plus 280 feet, near Tecoma, Nevada.

Zone A-762. Southern Pacific Railroad Co. Trestle at Milepost #672 plus 761 feet, at or near Tecoma, Nevada.

Zone A-763. Southern Pacific Railroad Co. Bridge at Milepost #297.20, near Rugby, Nevada.

Zone A-764. Southern Pacific Railroad Co. Bridge at Milepost #315.31, near Churchill, Nevada.

Zone A-765. Southern Pacific Railroad Co. Bridge at Milepost #331.58, near Lux, Nevada.

Zone A-766. Southern Pacific Railroad Co. Bridge at Milepost #354.24, near Schurz, Nevada.

Zone A-767. Western Pacific Railroad Co. Bridge #392.53 at Milepost #392 plus 2800 feet, near Sand Pass, Nevada.

Zone A-768. Western Pacific Railroad Co. Bridge #395.42 at Milepost #395 plus 2270 feet, near Sand Pass, Nevada.

Zone A-769. Western Pacific Railroad Co. Bridge #533.17 at Milepost #533 plus 900 feet, near Winnemucca, Nevada.

Zone A-770. Western Pacific Railroad Co. Bridge #550.55 at Milepost #550 plus 2905 feet, near Gileonda, Nevada.

Zone A-771. Western Pacific Railroad Co. Bridge #555.93 at Milepost #555 plus 4910 feet, near Red House, Nevada.

Zone A-772. Western Pacific Railroad Co. Bridge #557.82 at Milepost #557 plus 4330 feet, near Red House, Nevada.

Zone A-773. Western Pacific Railroad Co. Bridge #594.21 at Milepost #594 plus 1110 feet, near N. Battle Mountain, Nevada.

Zone A-774. Western Pacific Railroad Co. Bridge #599.07 at Milepost #599 plus 370 feet, near Kampos, Nevada.

Zone A-775. Western Pacific Railroad Co. Bridge #599.93 at Milepost #599 plus 4910 feet, near Kampos, Nevada.

Zone A-776. Western Pacific Railroad Co. Bridge #610.20 at Milepost #610 plus 1055 feet, near Dunphy, Nevada.

Zone A-777. Western Pacific Railroad Co. Bridge #610.96 at Milepost #610 plus 5070 feet, near Dunphy, Nevada.

Zone A-778. Western Pacific Railroad Co. Bridge #624.89 at Milepost #624 plus 4700 feet, near Cluro, Nevada.

Zone A-779. Western Pacific Railroad Co. Tunnel #38 at Milepost #628 plus 3855 feet, near Cluro, Nevada.

Zone A-780. Western Pacific Railroad Co. Bridge #628.89 at Milepost #628 plus 4700 feet, near Cluro, Nevada.

Zone A-781. Western Pacific Railroad Co. Bridge #629.21 at Milepost #629 plus 1110 feet, near Cluro, Nevada.

Zone A-782. Western Pacific Railroad Co. Bridge #630.46 at Milepost #630 plus 2430 feet, near Cluro, Nevada.

Zone A-783. Western Pacific Railroad Co. Bridge #630.81 at Milepost #630 plus 4275 feet, near Cluro, Nevada.

Zone A-784. Western Pacific Railroad Co. Bridge #633.29 at Milepost #633 plus 1530 feet, near Palisade, Nevada.

Zone A-785. Western Pacific Railroad Co. Bridge #633.47 at Milepost #633 plus 2480 feet, near Palisade, Nevada.

Zone A-786. Western Pacific Railroad Co. Bridge #634.89 at Milepost #634 plus 4700 feet, near Palisade, Nevada.

Zone A-787. Western Pacific Railroad Co. Bridge #635.33 at Milepost #635 plus 1740 feet, near Palisade, Nevada.

Zone A-788. Western Pacific Railroad Co. Tunnel #39 at Milepost #635 plus 1955 feet, near Palisade, Nevada.

Zone A-789. Western Pacific Railroad Co. Tunnel #40 at Milepost #636 plus 4224 feet, near Palisade, Nevada.

Zone A-790. Western Pacific Railroad Co. Bridge #643.58 at Milepost #643 plus 3060 feet, near Carlin, Nevada.

Zone A-791. Western Pacific Railroad Co. Bridge #646.05 at Milepost #646 plus 265 feet, near Carlin, Nevada.

- Zone A-792.** Western Pacific Railroad Co. Bridge #648.02 at Milepost #648 plus 105 feet, near Carlin, Nevada.
- Zone A-793.** Western Pacific Railroad Co. Tunnel #41 at Milepost #649 plus 1265 feet, near Carlin, Nevada.
- Zone A-794.** Western Pacific Railroad Co. Tunnel #42 at Milepost #650 plus 3750 feet, near Carlin, Nevada.
- Zone A-795.** Western Pacific Railroad Co. Bridge #650.95 at Milepost #650 plus 5015 feet, near Carlin, Nevada.
- Zone A-796.** Western Pacific Railroad Co. Bridge #651.42 at Milepost #651 plus 2220 feet, near Carlin, Nevada.
- Zone A-797.** Western Pacific Railroad Co. Bridge #657.39 at Milepost #657 plus 2060 feet, near Elko, Nevada.
- Zone A-798.** Western Pacific Railroad Co. Bridge #663.99 at Milepost #663 plus 5225 feet, near Elko, Nevada.
- Zone A-799.** Western Pacific Railroad Co. Bridge #664.20 at Milepost #664 plus 1055 feet, near Elko, Nevada.
- Zone A-800.** Western Pacific Railroad Co. Bridge #671.85 at Milepost #671 plus 4990 feet, near Elko, Nevada.
- Zone A-801.** Western Pacific Railroad Co. Bridge #672.08 at Milepost #672 plus 420 feet, near Elko, Nevada.
- Zone A-802.** Western Pacific Railroad Co. Bridge #675.32 at Milepost #675 plus 1690 feet, near Elburz, Nevada.
- Zone A-803.** Western Pacific Railroad Co. Bridge #676.89 at Milepost #676 plus 4700 feet, near Elburz, Nevada.
- Zone A-804.** Western Pacific Railroad Co. Bridge #678.00 at Milepost #678, near Elburz, Nevada.
- Zone A-805.** Western Pacific Railroad Co. Bridge #678.44 at Milepost #678 plus 2325 feet, near Elburz, Nevada.
- Zone A-806.** Western Pacific Railroad Co. Bridge #679.56 at Milepost #679 plus 2955 feet, near Elburz, Nevada.
- Zone A-807.** Western Pacific Railroad Co. Bridge #680.51 at Milepost #680 plus 2695 feet, near Elburz, Nevada.
- Zone A-808.** Western Pacific Railroad Co. Bridge #681.28 at Milepost #681 plus 1480 feet, near Elburz, Nevada.
- Zone A-809.** Western Pacific Railroad Co. Bridge #685.50 at Milepost #685 plus 2640 feet, near Halleck, Nevada.

- Zone A-810.** Western Pacific Railroad Co. Bridge #686.62 at Milepost #686 plus 3275 feet, near Halleck, Nevada.
- Zone A-811.** Western Pacific Railroad Co. Bridge #686.87 at Milepost #686 plus 4595 feet, near Halleck, Nevada.
- Zone A-812.** Western Pacific Railroad Co. Bridge #697.06 at Milepost #697 plus 315 feet, near Deeth, Nevada.
- Zone A-813.** Western Pacific Railroad Co. Bridge #701.08 at Milepost #701 plus 420 feet, near Deeth, Nevada.
- Zone A-814.** Western Pacific Railroad Co. Tunnel #43 at Milepost #753 plus 3645 feet, near Hogan, Nevada.
- Zone A-815.** Western Pacific Railroad Co. Bridge #782.22 at Milepost #782 plus 1160 feet, near Proctor, Nevada.
- Zone A-816.** Western Pacific Railroad Co. Bridge #801.79 at Milepost #801 plus 4170 feet, near Ola, Nevada.
- Zone A-817.** Union Pacific Railroad Co. Tunnel at Milepost #430.49, near Leith, Nevada.
- Zone A-818.** Union Pacific Railroad Co. Tunnel at Milepost #433.56, near Kyle, Nevada.
- Zone A-819.** Union Pacific Railroad Co. Tunnel at Milepost #437.22, near Elgin, Nevada.
- Zone A-820.** Union Pacific Railroad Co. Tunnel at Milepost #441.90, near Elgin, Nevada.
- Zone A-821.** Union Pacific Railroad Co. Tunnel at Milepost #449.01, near Stine, Nevada.
- Zone A-822.** Union Pacific Railroad Co. Tunnel at Milepost #450.89, near Stine, Nevada.
- Zone A-823.** Union Pacific Railroad Co. Tunnel at Milepost #451.33, near Stine, Nevada.
- Zone A-824.** Union Pacific Railroad Co. Tunnel at Milepost #453.25, near Etna, Nevada.
- Zone A-825.** Union Pacific Railroad Co. Tunnel at Milepost #455.91, near Etna, Nevada.
- Zone A-826.** Union Pacific Railroad Co. Tunnel at Milepost #462.66, near Eccles, Nevada.
- Zone A-827.** Union Pacific Railroad Co. Tunnel at Milepost #463.22, near Eccles, Nevada.

Zone A-828. Union Pacific Railroad Co. Tunnel at Milepost #471.32, near Islen, Nevada.

Zone A-829. Union Pacific Railroad Co. Tunnel at Milepost #472.75, near Islen, Nevada.

Zone A-830. Union Pacific Railroad Co. Tunnel at Milepost #473.95, near Islen, Nevada.

Zone A-831. Union Pacific Railroad Co. Tunnel at Milepost #474.23, near Islen, Nevada.

Zone A-832. Union Pacific Railroad Co. Tunnel at Milepost #474.61, near Islen, Nevada.

Zone A-833. Union Pacific Railroad Co. Tunnel at Milepost #487.87, near Brown, Nevada.

Military Area #6, comprising the State of Utah, within which are located Zones A-834—A-906, inclusive, particularly described below:

Zone A-834. Wendover Bombing Range at or near Wendover, Utah, described as being all those lands contained within an area beginning at the Northeast Cor. Section 13, T10N, R13W, thence 24 miles West; thence 30 miles South; thence 6 miles West; thence 6 miles South; thence 12 miles West; thence 24 miles South; thence 24 miles East; thence 18 miles South; thence 16 miles East; thence 12 miles South; thence 20 miles East; thence 6 miles North; thence 6 miles East; thence 6 miles North; thence 18 miles West; thence 60 miles North; thence 3 miles West; thence 6 miles North; thence 3 miles West; thence 12 miles North to the point of beginning, all in the State of Utah.

Zone A-835. Salt Lake Air Base, at or near Salt Lake City, Utah.

Zone A-836. Salt Lake Municipal Airport, at or near Salt Lake City, Utah. The prohibited area is the area within 300 yards of the airport.

Zone A-837. Pioneer Hydro Electric Plant, at or near Ogden, Utah, located in Section 21, T6N, R1W, Salt Lake Base and Meridian.

Zone A-838. Riverdale Hydro Electric Plant, at or near Ogden, Utah, located in Section 19, T5N, R1W, Salt Lake Base and Meridian.

Zone A-839. Weber Hydro Electric Plant, at or near Ogden, Utah, located in Section 30, T5N, R1W, Salt Lake Base and Meridian.

Zone A-840. Sevier Bridge Reservoir and Dam, at or near Delta, Utah, located in Section 1, T17S, R2W, Salt Lake Base and Meridian.

Zone A-841. Piute Reservoir and Dam, at or near Salina, Utah, located in Section 3, T29S, R3W, Salt Lake Base and Meridian.

Zone A-842. Otter Creek Reservoir and Dam, at or near Richfield, Utah, located in Section 28, T30S, R2W, Salt Lake Base and Meridian.

Zone A-843. Pine View Dam and Reservoir, at or near Ogden, Utah, located in Sections 4, 5, 6, 7, 8, 9, 15, 21, T6N, R1E, Salt Lake Base and Meridian.

Zone A-844. Echo Dam and Reservoir, at or near Salt Lake City, Utah, located in Sections 3, 4, 7, 8, 9, T2N, R6E, Salt Lake Base and Meridian.

Zone A-845. Ogden Ordnance Depot, at or near Ogden, Utah.

Zone A-846. Utah General Depot, at or near Ogden, Utah.

Zone A-847. Utah Ordnance Depot, at or near Salt Lake City, Utah.

Zone A-848. Southern Pacific Railroad Co. Trestle at Milepost #740 plus 1582 feet, near Lucin, Utah.

Zone A-849. Southern Pacific Railroad Co. Trestle at Milepost #762 plus 3889 feet, near Lucin, Utah.

Zone A-850. Southern Pacific Railroad Co. Bridge at Milepost #774 plus 1302 feet, near Ogden, Utah.

Zone A-851. Southern Pacific Railroad Co. Bridge at Milepost #778 plus 2736 feet, near Ogden, Utah.

Zone A-852. Union Pacific Railroad Co. Bridge at Milepost #43.04, near Wheelon, Utah.

Zone A-853. Union Pacific Railroad Co. Tunnel at Milepost #45.2, near Wheelon, Utah.

Zone A-854. Union Pacific Railroad Co. Bridge at Milepost #45.89, near Wheelon, Utah.

Zone A-855. Union Pacific Railroad Co. Bridge at Milepost #49.61, near Cache Junction, Utah.

Zone A-856. Union Pacific Railroad Co. Tunnel at Milepost #928.3, near Wasatch, Utah.

Zone A-857. Union Pacific Railroad Co. Tunnel at Milepost #930.1, near Wasatch, Utah.

Zone A-858. Union Pacific Railroad Co. Tunnel at Milepost #931.3W, near Wasatch, Utah.

Zone A-859. Union Pacific Railroad Co. Tunnel at Milepost #931.3E, near Wasatch, Utah.

Zone A-860. Union Pacific Railroad Co. Tunnel at Milepost #935.5, near Castle Rock, Utah.

Zone A-861. Union Pacific Railroad Co. Tunnels at Milepost #963.2, near Devils Slide, Utah.

Zone A-862. Union Pacific Railroad Co. Tunnels at Milepost #964.0, near Devils Slide, Utah.

Zone A-863. Union Pacific Railroad Co. Bridge at Milepost #981.01, near Strawberry, Utah.

Zone A-864. Union Pacific Railroad Co. Tunnel at Milepost #982.1, near Uintah, Utah.

Zone A-865. Western Pacific Railroad Co. Bridge #868.97 at Milepost #868 plus 5120 feet, near Delle, Utah.

Zone A-866. Western Pacific Railroad Co. Bridge #881.96 at Milepost #881 plus 5070 feet, near Delle, Utah.

Zone A-867. Western Pacific Railroad Co. Bridge #886.16 at Milepost #886 plus 845 feet, near Timpie, Utah.

Zone A-868. Western Pacific Railroad Co. Bridge #901.84 at Milepost #901 plus 4435 feet, near Spray, Utah.

Zone A-869. Western Pacific Railroad Co. Bridge #911.20 at Milepost #911 plus 1055 feet, near Garfield, Utah.

Zone A-870. Western Pacific Railroad Co. Bridge #924.59 at Milepost #924 plus 3115 feet, near Salt Lake City, Utah.

Zone A-871. Western Pacific Railroad Co. Bridge #926.49 at Milepost #926 plus 2585 feet, near Salt Lake City, Utah.

Zone A-872. Denver and Rio Grande Western Railroad Co. Bridge at Milepost #489.30, between Westwater and Cottonwood, Utah.

Zone A-873. Denver and Rio Grande Western Railroad Co. Bridge at Milepost #554.15, between Daly and Green River, Utah.

Zone A-874. Denver and Rio Grande Western Railroad Co. Bridge at Milepost #596.78, between Cedar and Verde, Utah.

Zone A-875. Denver and Rio Grande Western Railroad Co. Bridge, at Milepost #596.78, between Cedar and Verde, Utah.

Zone A-876. Denver and Rio Grande Western Railroad Co. Bridge, at Milepost #598.70, between Cedar and Verde, Utah.

Zone A-877. Denver and Rio Grande Western Railroad Co. Tunnel, at Milepost #636.13-E, between Nolan and Kyune, Utah.

Zone A-878. Denver and Rio Grande Western Railroad Co. Tunnel, at Milepost #636.13-W, between Nolan and Kyune, Utah.

Zone A-879. Denver and Rio Grande Western Railroad Co. Tunnel, at Milepost #638.70-E, between Nolan and Kyune, Utah.

Zone A-880. Denver and Rio Grande Western Railroad Co. Tunnel, at Milepost #638.70-W, between Nolan and Kyune, Utah.

Zone A-881. Denver and Rio Grande Western Railroad Co. Bridge, at Milepost #780.61, between Roy and Ogden, Utah. The prohibited area is the area within 200 yards of the bridge.

Zone A-882. Bingham and Garfield Railroad Co. Bridge, at Milepost #17, plus 3374 feet, near Yampa, Utah.

Zone A-883. Bingham and Garfield Railroad Co. Tunnel #1, at Milepost #18 plus 771 feet, near Yampa, Utah.

Zone A-884. Bingham and Garfield Railroad Co. Tunnel #2, at Milepost #18 plus 4572 feet, near Yampa, Utah.

Zone A-885. Bingham and Garfield Railroad Co. Tunnel #3, at Milepost #19 plus 370 feet, near Bingham, Utah.

Zone A-886. Bingham and Garfield Railroad Co. Tunnel #4, at Milepost #19 plus 2936 feet, near Bingham, Utah.

Zone A-887. Bingham and Garfield Railroad Co. Markham Bridge, at Milepost #19 plus 4319 feet, near Bingham, Utah.

Zone A-888. Bingham and Garfield Railroad Co. Carr Fork Bridge, at Milepost #20 plus 1589 feet, near Bingham, Utah.

Zone A-889. U.S. Highway #30S-189 Bridge, about 120 feet long, approximately 30.6 miles East of Ogden, Utah.

Zone A-890. U.S. Highway #30S-189 Bridge, about 170 feet long, approximately 35.3 miles East of Ogden, Utah.

Zone A-891. U.S. Highway #30S-189 Bridge, about 134 feet long, approximately 35.4 miles East of Ogden, Utah.

Zone A-892. U.S. Highway #91 Bridge, about 219 feet 6 inches long, approximately 281.4 miles South of Salt Lake City, Utah.

Zone A-893. U.S. Highway #50 Bridge, about 392 feet 2 inches long, approximately 45.6 miles East of Spanish Fork, Utah.

Zone A-894. U.S. Highway #40 Fill, about 28 miles long, extending from a point two miles East of Wendover to Knolls, Utah.

Zone A-895. Radio Station KLO, Hotel Ben Lomond, Ogden, Utah.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-896. Radio Station KOVO, 108 W. Center Street, Provo, Utah.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-897. Radio Station KDYL, 143 S. Main Street, Salt Lake City, Utah, and transmitter in Section 26, T1S, R1W, Salt Lake Base and Meridian.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-898. Radio Station KSL, Union Pacific Building, Salt Lake City, Utah, and transmitter located in Section 32, T1N, R2W, Salt Lake Base and Meridian.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-899. Radio Station KUTA, 29 South State Street, Salt Lake City, Utah.

The prohibited area is limited to the entire property, whether devoted exclusively or partially to radio broadcasting, including broadcasting studios, whether contained in a separate building or a portion of a building and property whereon a transmitter or other broadcasting equipment is located.

Zone A-900. Smelter of the American Smelting and Refining Co., at or near Garfield, Utah. The prohibited area is described as beginning at the intersection of 2400 South Street and 8000 West Street (Riter Road) located at the NE corner of SE $\frac{1}{4}$ Section 20, T1S, R2W, Salt Lake Base and Meridian, thence North along the said 8000 West Street to the South right of way boundary of the Los Angeles and Salt Lake Railroad; thence Westerly along said railroad company's south right of way boundary to the junction of U.S. Highway #40 and U.S. Highway #50; thence Southeasterly along the Salt Lake County-Tooele County Line to the SW corner of the SE $\frac{1}{4}$ Section 20, T1S, R3W, Salt Lake Base and Meridian; thence Easterly to the SE corner Section 22, thence South to the SE corner of NE $\frac{1}{4}$ Section 27; thence East to the center of Section 30, T1S, R2W, Salt Lake Base and Meridian; thence North to the center of Section 19; thence East to point of beginning, all inclusive.

Zone A-901. Hercules Powder Co., at or near Bacchus, Utah. The prohibited area is described as beginning at the SE corner of SE $\frac{1}{4}$ Section 6; thence South to the SW corner Section 8; thence East to SE corner Section 9 (Intersection of 7200 West Street and 5400 South Street); thence North along said 7200 West Street to SE corner Section 4; thence West to point of beginning, all in T2S, R2W, Salt Lake Base and Meridian, all inclusive.

Zone A-902. Utah Copper Company, at or near Bingham, Utah. The prohibited area is described as beginning at the SW corner of Section 34; thence East to the SE corner of SW $\frac{1}{4}$ Section 36; thence North to SE corner of SW $\frac{1}{4}$ of Section 13; thence West to SE corner Section 15; thence South to SE corner, Section 22; thence West to SW corner Section 22; thence South to point of beginning, all in T3S, R3W, Salt Lake Base and Meridian, all inclusive.

Zone A-903. Cutler Hydro Electric Plant, at or near Collinston, Utah, located in Section 27, T13N, R2W, Salt Lake Base and Meridian.

Zone A-904. Jordan Electric Plant, at or near Salt Lake City, Utah, located in Section 2, T1S, R1W, Salt Lake Base and Meridian. The prohibited area is the area within a distance of one-quarter mile of the property.

Zone A-905. Terminal Substation, at or near Salt Lake City, Utah, located in Section 1, T1S, R2W, Salt Lake Base and Meridian.

Zone A-906. Orem Electric Plant, at or near Provo, Utah, located in Section 7, T6S, R3E, Salt Lake Base and Meridian.

Zones A-907 to A-1033 in Military Areas No. 1 and No. 2 in the States of Washington and Arizona.

Zone A-907. Quartermaster Depot, at or near Pasco, Washington, located in Sections 7, 17, 18 and 20, T6N, R30E, Willamette Base and Meridian.

Zone A-908. Northern Pacific Railroad Co. Bridge, at Milepost #62 plus 3731 feet, near Irvin, Washington.

Zone A-909. Northern Pacific Railroad Co. Bridge, at Milepost #62 plus 2890 feet, near Irvin, Washington.

Zone A-910. Northern Pacific Railroad Co. Bridge, over Columbia River, at Milepost #1 plus 1695 feet, near Pasco, Washington.

Zone A-911. Northern Pacific Railroad Co. Bridge, at Milepost #91 plus 4346 feet, near Yakima, Washington.

Zone A-912. Northern Pacific Railroad Co. Bridge, at Milepost #96 plus 2382 feet, near Pomona, Washington.

Zone A-913. Northern Pacific Railroad Co. Tunnel, at Milepost #46 plus 3527 feet, near Stampede, Washington.

Zone A-914. Northern Pacific Railroad Co. Tunnel #4, at Milepost #49 plus 2357 feet, near Stampede, Washington.

Zone A-915. Northern Pacific Railroad Co. Bridge, at Milepost #56 plus 1576 feet, near Lester, Washington.

Zone A-916. Northern Pacific Railroad Co. Tunnel #7, at Milepost #75 plus 3528 feet, near Baldi, Washington.

Zone A-917. Northern Pacific Railroad Co. Tunnel #8, at Milepost #78 plus 4253 feet, near Eagle Gorge, Washington.

Zone A-918. Spokane, Portland and Seattle Railway Co. Bridge #24.8, over Washougal River, about 0.4 miles East of Camas, Washington.

Zone A-919. Spokane, Portland and Seattle Railway Co. Tunnel #1, about 7.3 miles East of Washougal, Washington.

Zone A-920. Spokane, Portland and Seattle Railway Co. Bridge #58.8, over Wind River, about 1.1 miles East of Carson, Washington.

Zone A-921. Spokane, Portland and Seattle Railway Co. Bridge #66.4, over Little White Salmon River, about 0.6 miles East of Cooks, Washington.

Zone A-922. Spokane, Portland and Seattle Railway Co. Tunnel #2, about 1.8 miles East of Cooks, Washington.

Zone A-923. Spokane, Portland and Seattle Railway Co. Tunnel #3, about 2.1 miles East of Cooks, Washington.

Zone A-924. Spokane, Portland and Seattle Railway Co. Tunnel #4, about 2.6 miles East of Cooks, Washington.

Zone A-925. Spokane, Portland and Seattle Railway Co. Tunnel #5, about 3.3 miles East of Cooks, Washington.

Zone A-926. Spokane, Portland and Seattle Railway Co. Tunnel #6, about 3.9 miles East of Cooks, Washington.

Zone A-927. Spokane, Portland and Seattle Railway Co. Bridge #72.8, over White Salmon River, about 0.2 miles East of Underwood, Washington.

Zone A-928. Spokane, Portland and Seattle Railway Co. Tunnel #7, about 2.5 miles West of Lyle, Washington.

Zone A-929. Spokane, Portland and Seattle Railway Co. Tunnel #8, about 2.2 miles West of Lyle, Washington.

Zone A-930. Spokane, Portland and Seattle Railway Co. Tunnel #9, about 2 miles West of Lyle, Washington.

Zone A-931. Spokane, Portland and Seattle Railway Co. Tunnel #10, about 1.8 miles West of Lyle, Washington.

Zone A-932. Spokane, Portland and Seattle Railway Co. Bridge #84.9, over Klickitat River, about 0.4 miles West of Lyle, Washington.

Zone A-933. Spokane, Portland and Seattle Railway Co. Tunnel #11, about 0.6 miles East of Lyle, Washington.

Zone A-934. Spokane, Portland and Seattle Railway Co. Tunnel #12, about 2 miles East of Wishram, Washington.

Zone A-935. Spokane, Portland and Seattle Railway Co. Tunnel #13, about 1 mile East of Plymouth, Washington.

Zone A-936. Spokane, Portland and Seattle Railway Co. Tunnel #14, about 5 miles West of Farrington, Washington.

Zone A-937. Spokane, Portland and Seattle Railway Co. Bridge #265.8, over Burr Canyon, about 2.9 miles West of Farrington, Washington.

Zone A-938. Spokane, Portland and Seattle Railway Co. Tunnel #15, about 2.4 miles West of Farrington, Washington.

Zone A-939. Spokane, Portland and Seattle Railway Co. Bridge #267.6, over Bouvey Canyon, about 1.1 miles West of Farrington, Washington.

Zone A-940. Spokane, Portland and Seattle Railway Co. Bridge #269.1, over Wilson Canyon, about 0.4 miles East of Farrington, Washington.

Zone A-941. Spokane, Portland and Seattle Railway Co. Bridge #270.0, over Box Canyon, about 1.3 miles East of Farrington, Washington.

Zone A-942. Spokane, Portland and Seattle Railway Co. Tunnel #16, about 3.3 miles East of Farrington, Washington.

Zone A-943. Spokane, Portland and Seattle Railway Co. Tunnel #17, about 1.3 miles West of Kahlotus, Washington.

Zone A-944. Spokane, Portland and Seattle Railway Co. Bridge #291.4, about 0.4 miles East of Kahlotus, Washington.

Zone A-945. Spokane, Portland and Seattle Railway Co. Tunnel #18, about 3.4 miles East of Hooper, Washington.

Zone A-946. Spokane, Portland and Seattle Railway Co. Bridge #304.4, over Cow Creek, about 4.2 miles East of Hooper, Washington.

Zone A-947. Spokane, Portland and Seattle Railway Co. Tunnel #19, 3 miles West of Spokane, Washington.

Zone A-948. Great Northern Railway Co. Bridge #269, at Milepost #1476 plus 3100 feet, near Spokane, Washington.

Zone A-949. Great Northern Railway Co. Bridge #273, at Milepost #1477 plus 3600 feet, near Spokane, Washington.

Zone A-950. Great Northern Railway Co. Bridge #274, at Milepost #1479 plus 2900 feet, near Fort Wright, Washington.

Zone A-951. Great Northern Railway Co. Tunnel #11.1, at Milepost #1621 plus 3100 feet, near Crater, Washington.

Zone A-952. Great Northern Railway Co. Bridge #359, at Milepost #1641 plus 500 feet, near Malaga, Washington.

Zone A-953. Great Northern Railway Co. Tunnel #13, at Milepost #1680 plus 2300 feet, near Chumstick, Washington.

Zone A-954. Great Northern Railway Co. Tunnel #13.5, at Milepost #1682 plus 4700 feet, near Winton, Washington.

Zone A-955. Great Northern Railway Co. Tunnel #14, at Milepost #1684 plus 2200 feet, near Winton, Washington.

Zone A-956. Great Northern Railway Co. Bridge #385, at Milepost #1696 plus 3400 feet, near Berne, Washington.

Zone A-957. Great Northern Railway Co. Cascade Tunnel #15, at Milepost #1700 plus 1708 feet, near Berne, Washington.

Zone A-958. Great Northern Railway Co. Bridge #408, at Milepost #1724 plus 4000 feet, near Scenic, Washington.

Zone A-959. Great Northern Railway Co. Bridge #418, at Milepost #1728 plus 1000 feet, near Grotto, Washington.

Zone A-960. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-62, at Milepost #1852.77, near Tekoa, Washington.

Zone A-961. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-70A, at Milepost #1860.27, near Seabury, Washington.

Zone A-962. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-90A, at Milepost #1871, near Rosalia, Washington.

Zone A-963. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-90B, at Milepost #1871.35, near Rosalia, Washington.

Zone A-964. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-96, at Milepost #1872.85, near Rosalia, Washington.

Zone A-965. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-122, at Milepost #1890.42, near Kenova, Washington.

Zone A-966. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #43, at Milepost #1892.20, near Rock Lake, Washington.

Zone A-967. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-130, at Milepost #1893.40, near Rock Lake, Washington.

Zone A-968. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #44, at Milepost #1893.50, near Rock Lake, Washington.

Zone A-969. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-164, at Milepost #1930.60, near Hillcrest, Washington.

Zone A-970. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-194A, at Milepost #1952.60, near Lind, Washington.

Zone A-971. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-266, at Milepost #2026.00, near Beverly, Washington.

Zone A-972. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #45, at Milepost #2043.20, near Boylston, Washington.

Zone A-973. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-384B, at Milepost #2064.88, near Woldale, Washington.

Zone A-974. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #EE-386B, at Milepost #2065.75, near Woldale, Washington.

Zone A-975. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #46, at Milepost #2072.35, near Horlick, Washington.

Zone A-976. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #47, at Milepost #2073.30, near Horlick, Washington.

Zone A-977. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #48, at Milepost #2098.82, near Easton, Washington.

Zone A-978. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-16, at Milepost #2099.25, near Easton, Washington.

Zone A-979. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-18, at Milepost #2100.12, near Easton, Washington.

Zone A-980. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #49, at Milepost #2104.93, near Whittier, Washington.

Zone A-981. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #50, at Milepost #2115.6, near Hyak, Washington.

Zone A-982. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-88, at Milepost #2122.05, near Bandera, Washington.

Zone A-983. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-106, at Milepost #2129.00, near Garcia, Washington.

Zone A-984. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-108, at Milepost #2130.35, near Garcia, Washington.

Zone A-985. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-112, at Milepost #2130.70, near Garcia, Washington.

Zone A-986. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Bridge #FF-116, at Milepost #2133.37, near Ragnar, Washington.

Zone A-987. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Tunnel #51, at Milepost #2149.48, near Landsburg, Washington.

Zone A-988. U.S. Highway #830 Bridge over White Salmon River, about 63.71 miles East of Vancouver, Washington.

Zone A-989. U.S. Highway #10 Bridge over Snoqualmie River, at Fall City, Washington.

Zone A-990. U.S. Highway #10 Bridge over Snoqualmie River, at North Bend, Washington.

Zone A-991. U.S. Highway #10 Bridge over Lower Crossing of Snoqualmie River, South East of North Bend, Washington.

Zone A-992. U.S. Highway #10 Bridge over Middle Crossing of Snoqualmie River, South East of North Bend, Washington.

Zone A-993. U.S. Highway #10 Bridge over First Crossing Yakima River, near Easton, Washington.

Zone A-994. U.S. Highway #10 Bridge over Second Crossing Yakima River, South of Easton, Washington.

Zone A-995. U.S. Highway #10 Bridge over Mouth of Wenatchee River, about 4 miles North of Wenatchee, Washington.

Zone A-996. U.S. Highway #10 Bridge over Columbia River at Wenatchee, Washington.

Zone A-997. Washington State Highway #7 Bridge over Columbia River at Vantage, Washington.

Zone A-998. Washington State Highway #10B Bridge over Columbia River at Brewster, Washington.

Zone A-999. U.S. Highway #10 Bridge over Spokane River at Washington-Idaho State Line.

Zone A-1000. Washington State Highway #3 Bridge over Yakima River, about 3 miles North of Yakima, Washington.

Zone A-1001. Washington State Highway #3 Bridge over Naches River, 3 miles North of Yakima, Washington.

Zone A-1002. Washington State Highway #3 Bridge over Yakima River at Prosser, Washington.

Zone A-1003. Washington State Highway #3 Bridge over Columbia River, from Kennewick to Pasco, Washington.

Zone A-1004. Washington State Highway #3 Bridge over Snake River, between Pasco and Burbank, Washington.

Zone A-1005. Washington State Highway #3 Bridge over Snake River, between Clarkeston, Washington and the Washington-Idaho State Line.

Zone A-1006. Washington State Highway #3 Bridge over Palouse River at Colfax, Washington.

Zone A-1007. Washington State Highway #3 Bridge over Snake River at Central Ferry, Washington.

Zone A-1008. Washington State Highway #3F Bridge over Palouse River at Palouse, Washington.

Zone A-1009. Radio Station KGA, at 325 E. Rowan, Spokane, Washington.

Zone A-1010. Radio Station KHQ, at 4012 S. Regal, Spokane, Washington.

Zone A-1011. Radio Station KFIO, at 526 Riverside Avenue, Spokane, Washington.

Zone A-1012. Radio Station KFPY, Spokane, Washington.

Zone A-1013. Radio Station KEJ, Marcus Whitman Hotel, Walla Walla, Washington.

Zone A-1014. Radio Station KVWW, Airport, Walla Walla, Washington.

Zone A-1015. Radio Station KIT, Northern Pacific Railroad Co. right of way, one mile South of the City of Yakima, Washington.

Zone A-1016. Radio Station KARY, Airport, Yakima, Washington.

Zone A-1017. Atchison, Topeka and Santa Fe Railroad Co. Bridge #A 313, at Milepost #316, near Canyon Diablo, Arizona.

- Zone A-1018.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #429 plus 5212 feet, near Seligman, Arizona.
- Zone A-1019.** Atchison, Topeka and Santa Fe Railroad Co. Nelson Canyon Tunnel, at Milepost #457 plus 2144 feet, near Fields, Arizona.
- Zone A-1020.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #480 plus 3802 feet, near Crozier, Arizona.
- Zone A-1021.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #517 plus 1590 feet, near Kingman, Arizona.
- Zone A-1022.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #518 plus 3430 feet, near Kingman, Arizona.
- Zone A-1023.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #519 plus 2269 feet, near Kingman, Arizona.
- Zone A-1024.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #544, near Yucca, Arizona.
- Zone A-1025.** Atchison, Topeka and Santa Fe Railroad Co. Bridge, at Milepost #562 plus 4108 feet, near Powell, Arizona.
- Zone A-1026.** Atchison, Topeka and Santa Fe Railroad Co. Bridge #14, located at Milepost #14 from Ash Fork, Arizona, near Drake, Arizona.
- Zone A-1027.** Atchison, Topeka and Santa Fe Railroad Co. Bridge #B-22, at Milepost #22 from Ash Fork, Arizona, near Drake, Arizona.
- Zone A-1028.** Atchison, Topeka and Santa Fe Railroad Co. Puro Water Supply facility, at Puro, Arizona.
- Zone A-1029.** Coolidge Dam, on Gila River, U.S. Highway #70, about 28 miles SE of Globe, Arizona; being all of T3S, R18E, Gila and Salt River Base and Meridian.
- Zone A-1030.** Roosevelt Dam, on Salt River, 36 miles Northwest of Globe, Arizona; located in all of T4N, R21E, Gila and Salt River Base and Meridian.
- Zone A-1031.** Radio Station KCRJ, located at 711 Hampshire Blvd., Jerome, Arizona.
- Zone A-1032.** Radio Station KYCA, located at Southwest Broadcasting Co., Prescott, Arizona.

Zone A-1033. U.S. Highway #89, Navajo Bridge over the Colorado River, 6 miles Southwest of Lees Ferry, Arizona, 42 miles East of Jacobs Lake, Arizona.

NOTE:

Each and every reference made in the foregoing descriptions of the military areas and zones thereof hereby established and proclaimed to the "line" of any highway, street, or road, refers to and is hereby proclaimed to mean the boundary line of the legal right-of-way of such highway, street, or road, as now located. Each and every highway, street, or road hereinabove proclaimed to be a part of the boundary line of any of said military area or zone thereof between the limits of its legal right-of-way is hereby declared and proclaimed to be outside of and not a part of the said military area or zone thereof which it bounds and defines.

For the purposes of this Proclamation and such further Orders and Proclamations as may subsequently be made affecting the military areas and zones thereof hereby established and proclaimed, any sidewalk or pedestrian path lying immediately adjacent and parallel to any such highway, street, or road shall be deemed to be and is hereby proclaimed to be within the "line" of such highway, street, or road referred to in the foregoing descriptions.

Each and every highway, street, road and railway right-of-way located in or passing through any military area or zone thereof (and not a part of its boundaries) is hereby proclaimed to be expressly included in such area or zone thereof and to be subject to regulations and restrictions applicable thereto.

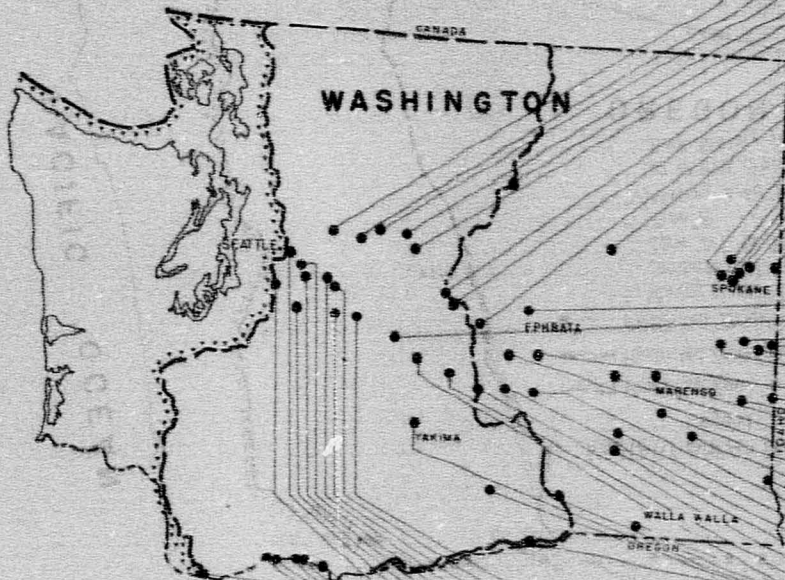
Buildings, structures, and other premises and properties situated on that side of the said highways, streets, and roads opposite and across from the said military areas and zones thereof, bounded by said highways, streets, and roads, are not included therein. Buildings, structures, and other premises and properties situated on that side of such highways, streets, and roads which are within the said military areas and zones thereof, bounded by such highways, streets, and roads, are hereby expressly proclaimed and declared to be included in the designation of such military areas and zones, and to be subject to regulations and restrictions applicable thereto.

Exhibit No. 2



Exhibit No.3.

PACIFIC OCEAN



MILITARY AREAS NO.1 & NO.2

LEGEND

- Prohibited Zone "A-1"
- Restricted Zone "B"
- Prohibited Zone "A-2" (1) Military Area NO.1 composed of Prohibited Zone "A-1" & Restricted Zone "B"
- (2) Military Area NO.2 all that area of Washington excluded from Military Area NO.1

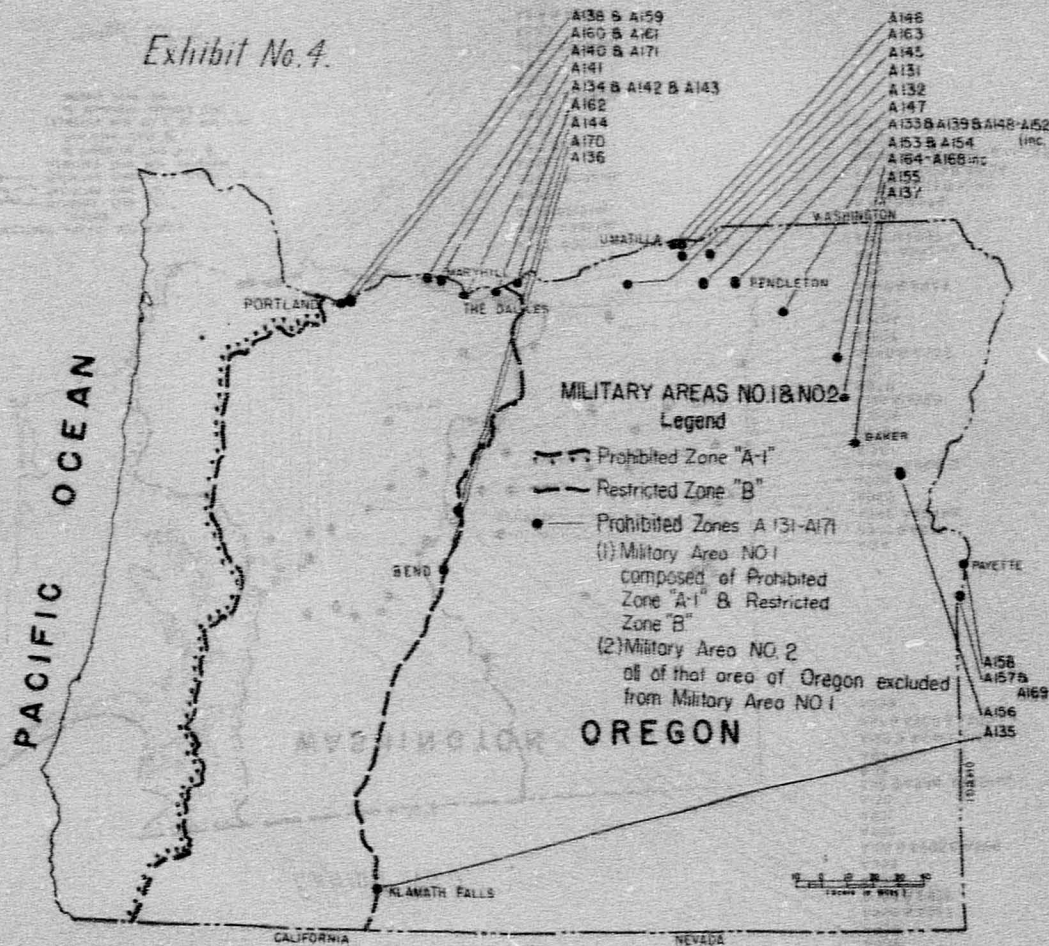
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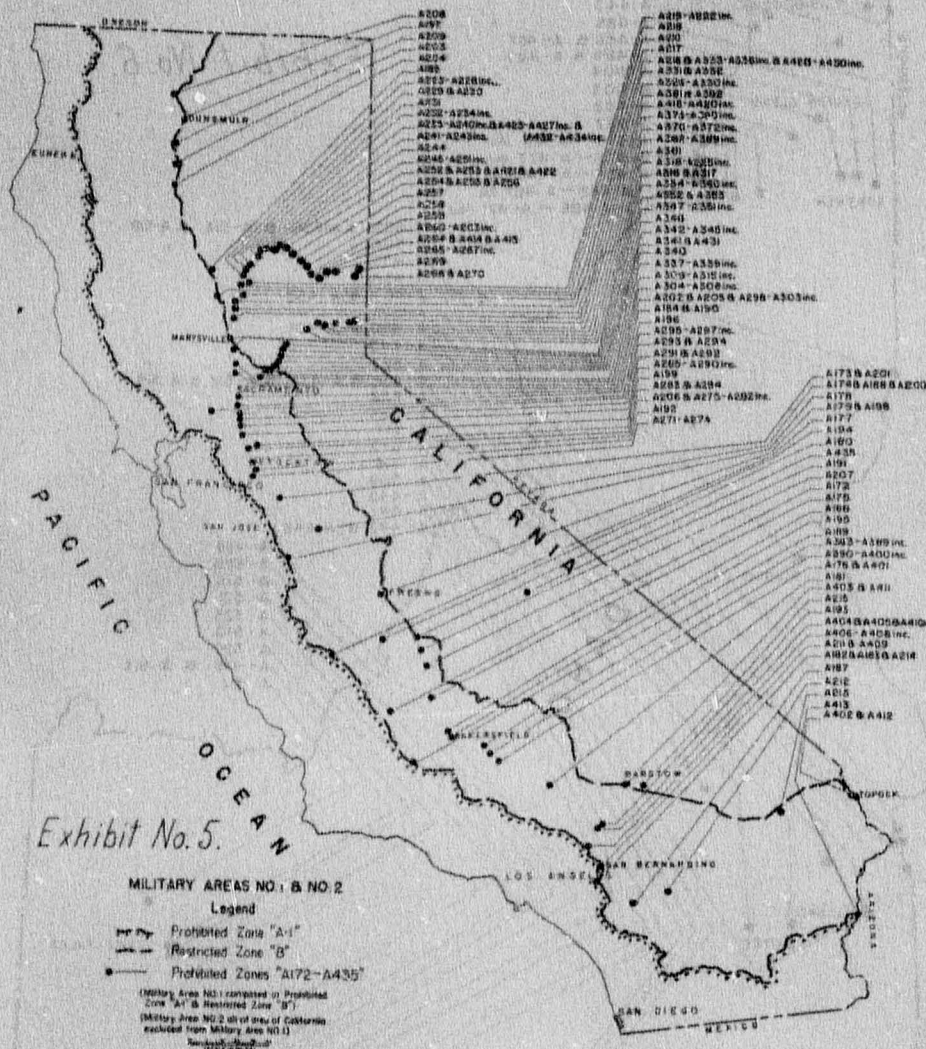
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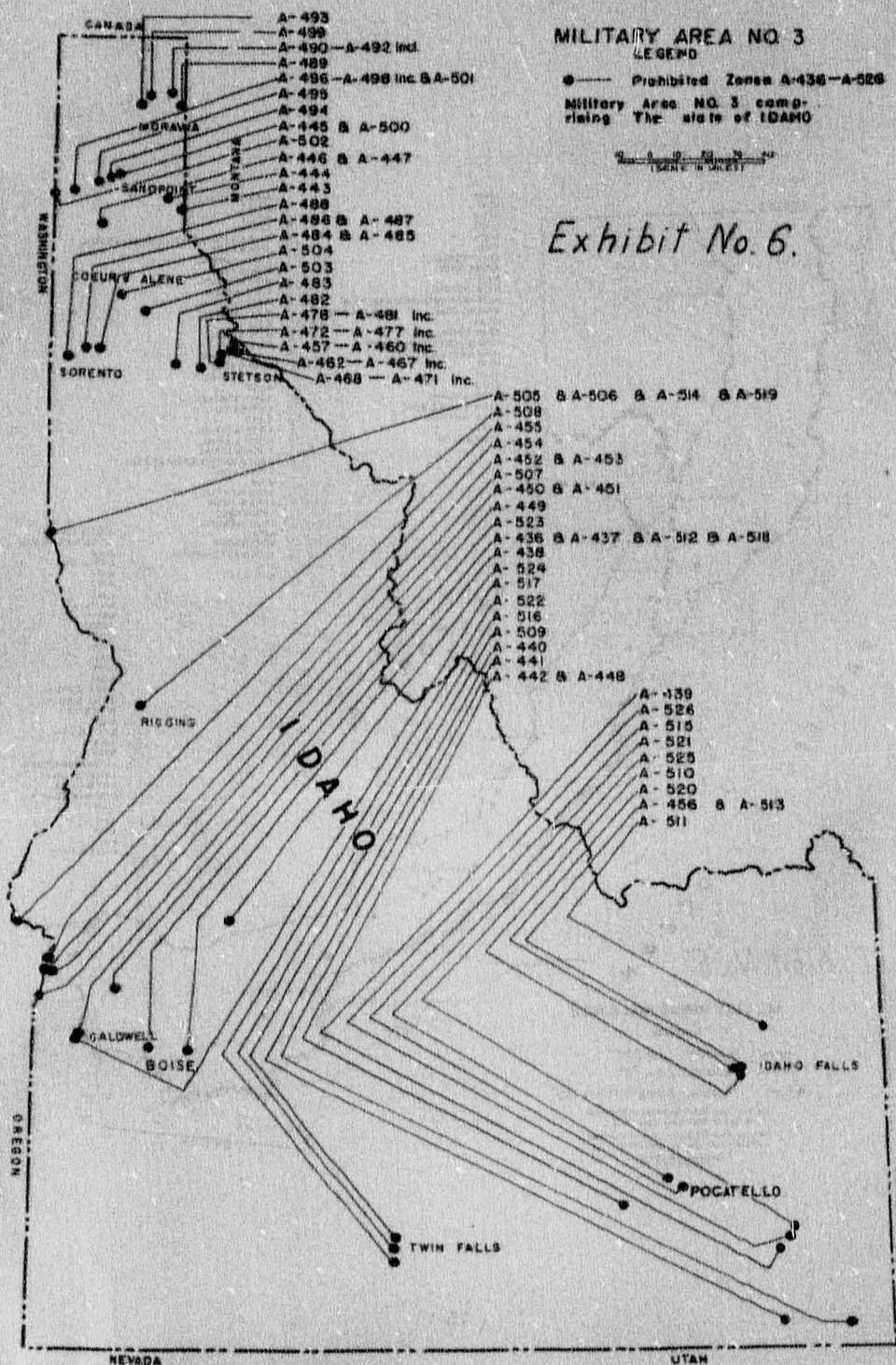
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A962-A964 inc.
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A965-A968 inc.
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A936-A942 inc.
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Exhibit No. 4.







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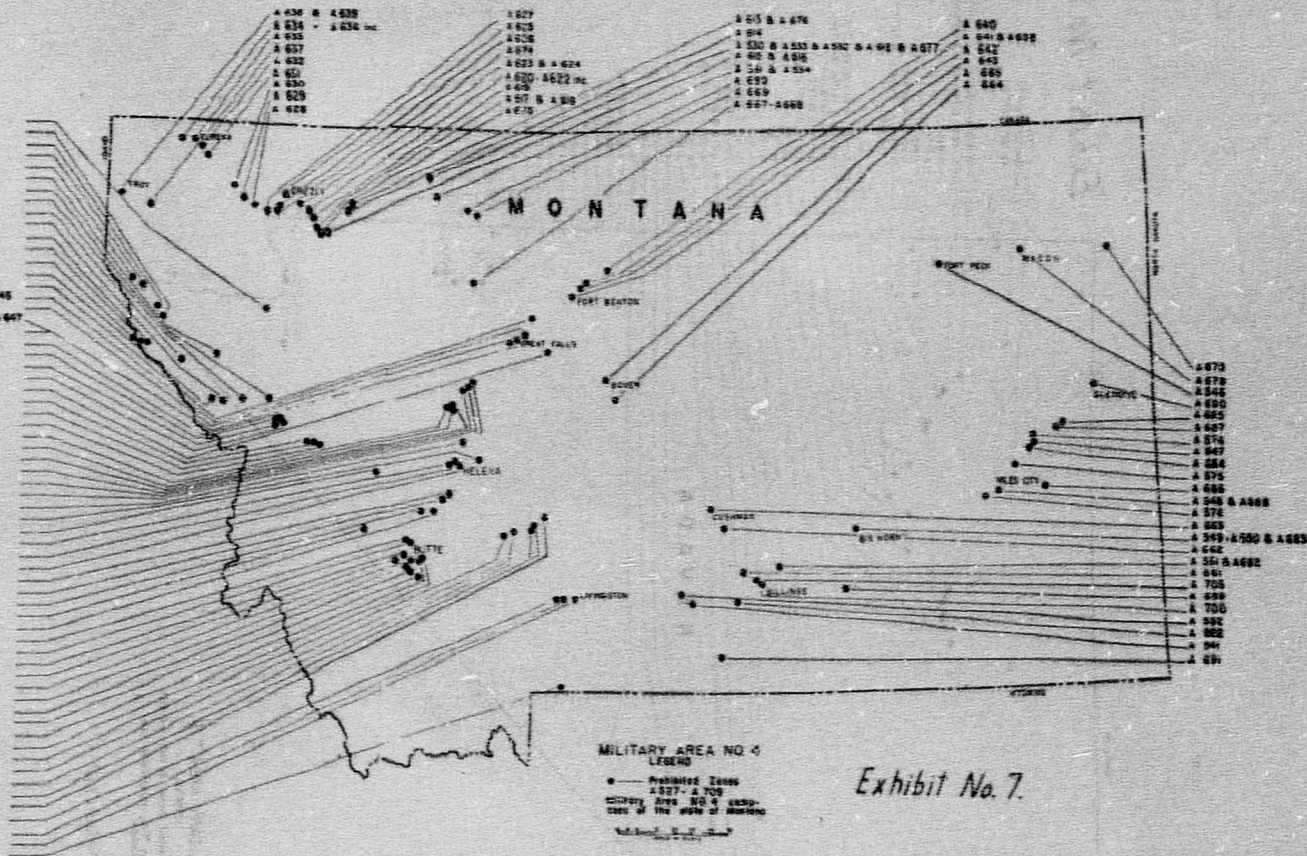
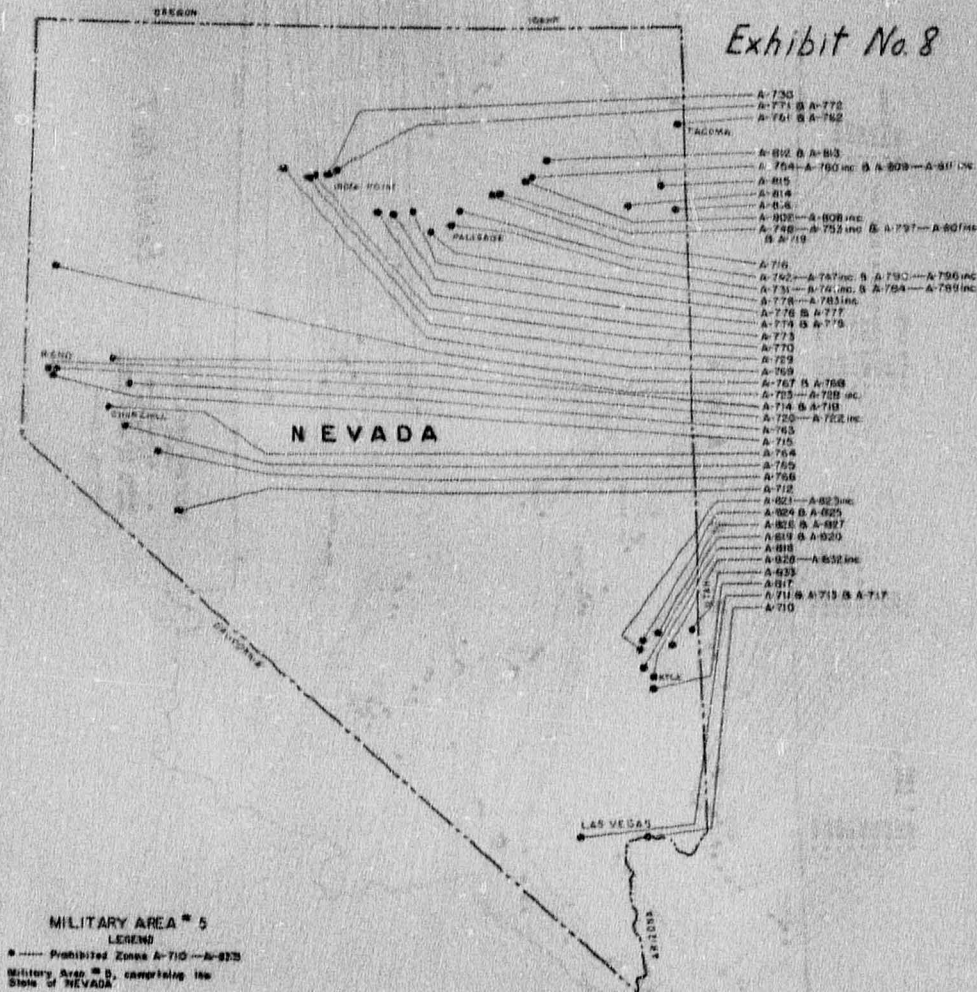


Exhibit No. 7.

Exhibit No. 8



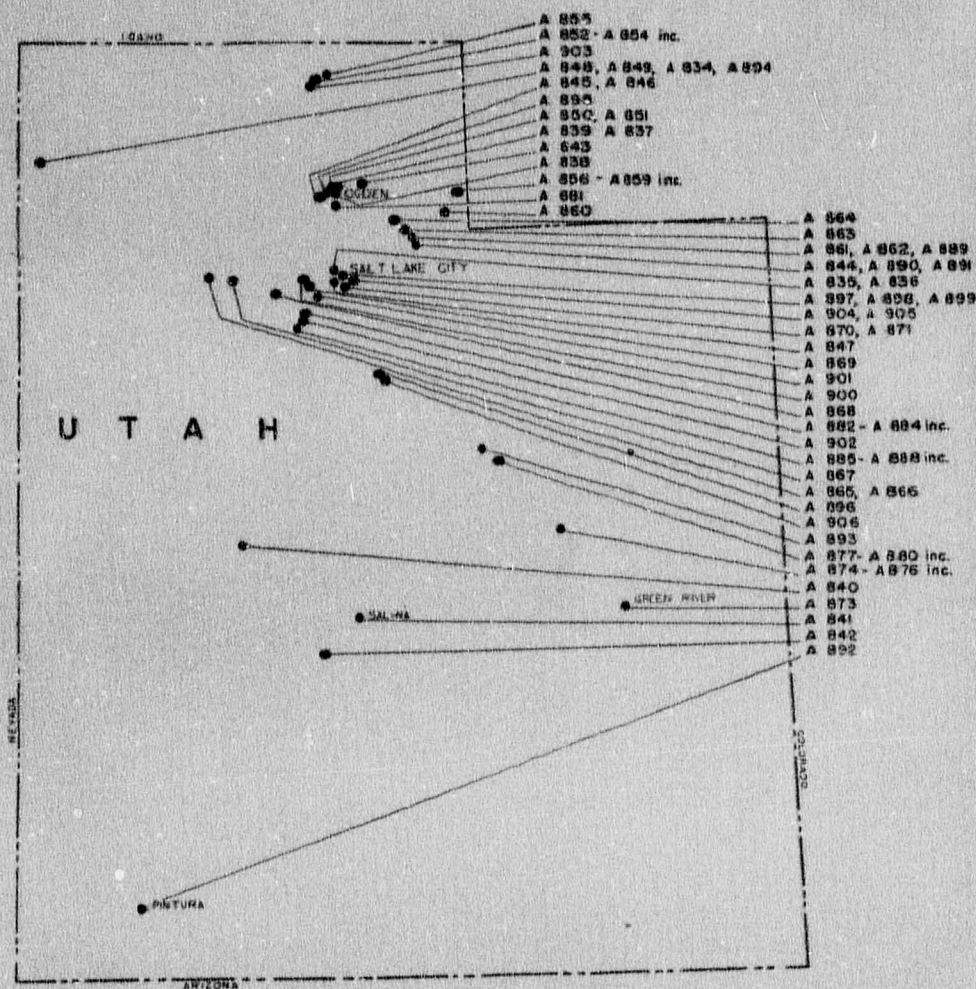


Exhibit No. 9.

MILITARY AREA NO. 6

LEGEND

- Prohibited Zones
- A 834 to A 906

Military Area No. 6 composed of the State of UTAH

1:50,000
SCALE IN MILES

PRINTED BY
PERNAU-WALSH PRINTING CO.
788 MARKET STREET
SAN FRANCISCO

**Headquarters
Western Defense Command
and Fourth Army
Presidio of San Francisco, California**

Public Proclamation No. 3

March 24, 1942

TO: The people within the States of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona, and the Public Generally:

WHEREAS, By Public Proclamation No. 1, dated March 2, 1942, this headquarters, there were designated and established Military Areas Nos. 1 and 2 and Zones thereof, and

WHEREAS, By Public Proclamation No. 2, dated March 16, 1942, this headquarters, there were designated and established Military Areas Nos. 3, 4, 5 and 6 and Zones thereof, and

WHEREAS, The present situation within these Military Areas and Zones requires as a matter of military necessity the establishment of certain regulations pertaining to all enemy aliens and all persons of Japanese ancestry within said Military Areas and Zones thereof:

NOW, THEREFORE, I, J. L. DEWITT, Lieutenant General, U. S. Army, by virtue of the authority vested in me by the President of the United States and by the Secretary of War and my powers and prerogatives as Commanding General, Western Defense Command, do hereby declare and establish the following regulations covering the conduct to be observed by all alien Japanese, all alien Germans, all alien Italians, and all persons of Japanese ancestry residing or being within the Military Areas above described, or such portions thereof as are hereinafter mentioned:

1. From and after 6:00 A. M., March 27, 1942, all alien Japanese, all alien Germans, all alien Italians, and all persons of Japanese ancestry residing or being within the geographical limits of Military Area No. 1, or within any of the Zones

established within Military Area No. 2, as those areas are defined and described in Public Proclamation No. 1, dated March 2, 1942, this headquarters, or within the geographical limits of the designated Zones established within Military Areas Nos. 3, 4, 5, and 6, as those areas are defined and described in Public Proclamation No. 2, dated March 16, 1942, this headquarters, or within any of such additional Zones as may hereafter be similarly designated and defined, shall be within their place of residence between the hours of 8:00 P. M. and 6:00 A. M., which period is hereinafter referred to as the hours of curfew.

2. At all other times all such persons shall be only at their place of residence or employment or traveling between those places or within a distance of not more than five miles from their place of residence.

3. Nothing in paragraph 2 shall be construed to prohibit any of the above specified persons from visiting the nearest United States Post Office, United States Employment Service Office, or office operated or maintained by the Wartime Civil Control Administration, for the purpose of transacting any business or the making of any arrangements reasonably necessary to accomplish evacuation; nor be construed to prohibit travel under duly issued change of residence notice and travel permit provided for in paragraph 5 of Public Proclamations Numbers 1 and 2. Travel performed in change of residence to a place outside the prohibited and restricted areas may be performed without regard to curfew hours.

4. Any person violating these regulations will be subject to immediate exclusion from the Military Areas and Zones specified in paragraph 1 and to the criminal penalties provided by Public Law No. 503, 77th Congress, approved March 21, 1942, entitled: "An Act to Provide a Penalty for Violation of Restrictions or Orders with Respect to Persons Entering, Remaining in, Leaving or Committing Any Act in Military Areas or Zone." In the case of any alien enemy, such person will in addition be subject to immediate apprehension and internment.

5. By subsequent proclamation or order there will be prescribed those classes of persons who will be entitled to apply for exemptions from exclusion orders hereafter to be issued. Persons granted such exemption will likewise and at the same time also be exempted from the operation of the curfew regulations of this proclamation.

6. After March 31, 1942, no person of Japanese ancestry shall have in his possession or use or operate at any time or place within any of the Military Areas 1 to 6 inclusive, as established and defined in Public Proclamations Nos. 1 and 2, above mentioned any of the following items:

- (a) Firearms.
- (b) Weapons or implements of war or component parts thereof.
- (c) Ammunition.
- (d) Bombs.
- (e) Explosives or the component parts thereof.
- (f) Short-wave radio receiving sets having a frequency of 1,750 kilocycles or greater or of 540 kilocycles or less.
- (g) Radio transmitting sets.
- (h) Signal devices.
- (i) Codes or ciphers.
- (j) Cameras.

Any such person found in possession of any of the above named items in violation of the foregoing will be subject to the criminal penalties provided by Public Law No. 503, 77th Congress, approved March 21, 1942, entitled: "An Act to Provide a Penalty for Violation of Restrictions or Orders with Respect to Persons Entering, Remaining in, Leaving or Committing Any Act in Military Areas or Zone."

7. The regulations herein prescribed with reference to the observance of curfew hours by enemy aliens, are substituted for and supersede the regulations of the United States Attorney General heretofore in force in certain limited areas. All curfew exemptions heretofore granted by the United States Attorneys are hereby revoked effective as of 6:00 a. m., PWT, March 27, 1942.

8. The Federal Bureau of Investigation is designated as the agency to enforce the foregoing provisions. It is requested that the civil police within the states affected by this Proclamation assist the Federal Bureau of Investigation by reporting to it the names and addresses of all persons believed to have violated these regulations.

J. L. DEWITT

Lieutenant General, U. S. Army
Commanding

**Western Defense Command and Fourth Army
Headquarters and Administration**

PENALTY FOR PRIVATE USE
TO AVOID PAYMENT OF
POSTAGE, \$300

WAR DEPARTMENT
Western Defense Command and Fourth Army
Presidio of San Francisco

OFFICIAL BUSINESS

File -
Circular -

**HEADQUARTERS WESTERN DEFENSE COMMAND
AND FOURTH ARMY**

Presidio of San Francisco, California

Public Proclamation No. 4

March 27, 1942

TO: The people within the States of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona, and the Public Generally:

WHEREAS, By Public Proclamation No. 1, dated March 2, 1942, this headquarters, there was designated and established Military Area No. 1, and

WHEREAS, It is necessary, in order to provide for the welfare and to insure the orderly evacuation and resettlement of Japanese voluntarily migrating from Military Area No. 1, to restrict and regulate such migration:

NOW, THEREFORE, I, J. L. DEWITT, Lieutenant General, U. S. Army, by virtue of the authority vested in me by the President of the United States and by the Secretary of War and my powers and prerogatives as Commanding General, Western Defense Command, do hereby declare that the present situation requires as a matter of military necessity that, commencing at 12:00 midnight, P. W. T., March 29, 1942, all alien Japanese and persons of Japanese ancestry who are within the limits of Military Area No. 1, be and they are hereby prohibited from leaving that area for any purpose until and to the extent that a future proclamation or order of this headquarters shall so permit or direct.

Any person violating this proclamation will be subject to the criminal penalties provided by Public Law No. 503, 77th Congress, approved March 21, 1942, entitled: "An Act to Provide a Penalty for Violation of Restrictions or Orders with Respect to Persons Entering, Remaining in, Leaving or Committing Any Act in Military Areas or Zones." In the case of any alien enemy, such person will in addition be subject to immediate apprehension and internment.

J. L. DEWITT
Lieutenant General, U. S. Army
Commanding

WAR DEPARTMENT
WESTERN DEFENSE COMMAND
AND FOURTH ARMY
PRESIDIO OF SAN FRANCISCO, CALIFORNIA

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

**Headquarters
Western Defense Command
and Fourth Army
Presidio of San Francisco, California**



**Public Proclamation
No. 5**



March 30, 1942



TO: The people within the States of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona, and the Public Generally:

WHEREAS, by Public Proclamation No. 1, dated March 2, 1942, this headquarters, there were designated and established Military Areas Nos. 1 and 2 and Zones thereof, and

WHEREAS, by Public Proclamation No. 2, dated March 16, 1942, this headquarters, there were designated and established Military Areas Nos. 3, 4, 5 and 6 and Zones thereof, and

WHEREAS, the present situation within these Military Areas and Zones requires as a matter of military necessity the establishment of certain regulations, as set forth hereinafter:

NOW, THEREFORE, I, J. L. DEWITT, Lieutenant General, U. S. Army, by virtue of the authority vested in me by the President of the United States and by the Secretary of War and my powers and prerogatives as Commanding General, Western Defense Command, do hereby declare and establish the following regulations covering the conduct to be observed by all alien Japanese, all alien Germans, all alien Italians, and all persons of Japanese ancestry residing or being within the Military Areas above described:

Prior to and during the period of exclusion and evacuation of certain persons or classes of persons from prescribed Military Areas and Zones, persons otherwise subject thereto but who come within one or more of the classes specified in (a), (b), (c), (d), (e) and (f), below, may make written application for exemption from such exclusion and evacuation. Application Form WDC-PM 5 has been prepared for that purpose and copies thereof may be procured from any United States Post Office or United States Employment Service office in the Western Defense Command by persons who deem themselves entitled to exemption.

The following classes of persons are hereby authorized to be exempted from exclusion and evacuation upon the furnishing of satisfactory proof as specified in Form WDC-PM 5:

- (a) German and Italian aliens seventy or more years of age.
- (b) In the case of German and Italian aliens, the parent, wife, husband, child of (or other person who resides in the household and whose support is wholly dependent upon) an officer, enlisted man or commissioned nurse on active duty in the Army of the United States (or any component thereof), U. S. Navy, U. S. Marine Corps, or U. S. Coast Guard.
- (c) In the case of German and Italian aliens, the parent, wife, husband, child of (or other person who resides in the household and whose support is wholly dependent upon) an officer, enlisted man or commissioned nurse who on or since December 7, 1941, died in line of duty with the armed services of the United States indicated in the preceding subparagraph.
- (d) German and Italian aliens awaiting naturalization who had filed a petition for naturalization and who had paid the filing fee therefor in a court of competent jurisdiction on or before December 7, 1941.
- (e) Patients in hospital, or confined elsewhere, and too ill or incapacitated to be removed therefrom without danger to life.
- (f) Inmates of orphanages and the totally deaf, dumb or blind.

The applicant for exemption will be required to furnish the kinds of proof specified in Form WDC-PM 5 in support of the application. The certificate of exemption from evacuation will also include exemption from compliance with curfew regulations, subject, however, to such future proclamations or orders in the premises as may from time to time be issued by this headquarters. The person to whom such exemption from evacuation and curfew has been granted shall thereafter be entitled to reside in any portion of any prohibited area, including those areas heretofore declared prohibited by the Attorney General of the United States.

J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

WAR DEPARTMENT
WESTERN DEFENSE COMMAND
AND FOURTH ARMY

PRESIDIO OF SAN FRANCISCO, CALIFORNIA

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE. \$300

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

At the time the Exclusion Order, affecting the area in which you previously resided, was being carried out, you delivered your motor vehicle to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, for storage at your own risk and without insurance, with the understanding that such storage would be in an open area which would subject it to more or less rapid deterioration.

With the thought in mind that you might have been hesitant to offer your motor vehicle for sale to the United States Army at that time, because you had no assurance of the amount which you would receive for it, we have had it appraised by two independent appraisers.

The Army, through this Bank, is now ready to make a definite offer, based on this appraisal, as follows:

| | |
|---|----------|
| Amount offered | \$ |
| Less amount which will be acceptable as final payment by legal owner | \$ _____ |
| Balance to be remitted to registered owner | \$ _____ |

Should you now feel that because of the rapid deterioration to which your car is subjected, you are willing to accept payment as indicated above, please so indicate in the space provided below.

Please give this matter your immediate consideration, as the appraised value, as mentioned, is based upon an immediate sale to the Army and cannot be held open for an indefinite period of time.

Yours very truly,

Assistant Cashier.

To the Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States

FOR DEFENSE



BUY
UNITED
STATES
SAVINGS
BONDS
AND STAMPS

I wish to sell my car to the Army under Alternative No. 2 on WCCA Form FRB-4 on the above basis instead of having it held for storage. This will constitute your authority to effect such sale.

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

May 1, 1942

Field Representatives
Evacuee Property Department

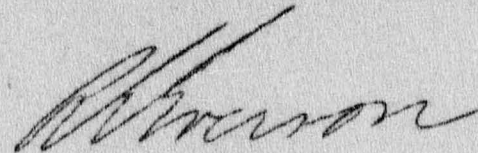
Instruction Letter No. 23

SUBJECT: INVESTIGATION OF ACTIVITIES OF PERSONS
DEALING WITH EVACUEES

In addition to the freezing powers available to this bank under Special Regulation No. 1, set forth in Evacuee Property Department Circular No. 1, for the protection of evacuees, which is ordinarily set in motion at the request of the evacuee, this bank has at its disposal the assistance of the Foreign Funds Control Investigative Unit of the Treasury Department for the investigation of transactions where such a step seems appropriate.

You may encounter cases which, in your opinion, demand inquiry into the motives and good faith of persons dealing with evacuees, even though the evacuee may be satisfied with the arrangement he contemplates or may already have made. Cases of this character should be referred to the office of this bank with which you are associated, in order that they may be brought to the attention of the Investigative Section to which they should properly be presented, rather than enforcement agencies whose interest therein might be doubtful.

It is not intended that all transactions which involve the question of exercise of the freezing power be so submitted, but it is our thought that we should make use of this facility where the services of an investigative agency would be warranted, particularly where fraud or dishonesty might be involved. This step should certainly be taken where illegality is suspected.



Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 25, 1942

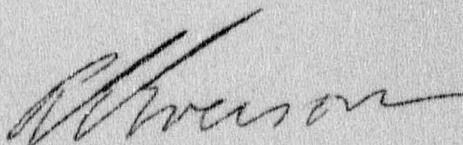
Field Representatives
Evacuee Property Department

Instruction letter No. 22

Subject: Japanese Evacuation Operations

Attached is a copy of a memorandum from Headquarters, Western Defense Command and Fourth Army dated April 23, 1942, setting forth the general instructions regarding evacuation operations.

As the memorandum indicates, additional specific instructions will be provided regarding each operation as it occurs in a given area; however, the accompanying instructions will apply to all operations.


Assistant Cashier.

Enclosure.



MEMORANDUM

HEADQUARTERS WESTERN DEFENSE COMMAND AND FOURTH ARMY

Office of the Commanding General
Presidio of San Francisco, California.

April 23, 1942

SUBJECT: Japanese Evacuation Operations

TO: All Sector Commanders
All Civilian Agencies, Wartime
Civil Control Administration

1. References:

- Public Proclamation No. 1, this Headquarters, March 2, 1942
- Public Proclamation No. 2, this Headquarters, March 16, 1942
- Public Proclamation No. 3, this Headquarters, March 24, 1942
- Public Proclamation No. 4, this Headquarters, March 27, 1942
- Public Proclamation No. 5, this Headquarters, March 30, 1942

2. The following instructions will guide the activities of Sector Commanders and Civilian Agencies in the evacuation processes. The instructions contained herein will replace the separate directives which previously have been forwarded for each evacuation project. The practice of distributing such separate directives is discontinued. It is contemplated that only such advance information as is pertinent to an evacuation project will be forwarded.

3. The evacuation of all Japanese, both aliens and non-aliens, from the area of the Western Defense Command will be directed by this Headquarters. Pending the resettlement of such persons by the War Relocation Authority, evacuees will be provided temporary shelter and other facilities at Assembly Centers and Reception Centers.

4. Numbered Exclusion Orders issued from this Headquarters with Instructions pertaining thereto will provide for the exclusion by a specific time of all Japanese, both aliens and non-aliens, from a specifically described area. The Sector Commanders are charged with the supervision of the evacuation from their respective Sectors of all affected persons within such areas to Assembly Centers or Reception Centers to be designated by this Headquarters. They will cause Exclusion Orders and Instructions pertaining thereto to be posted at prominent points throughout the prescribed areas during such hours as are specified by this Headquarters. A suitable supply of such Orders and Instructions will be furnished by this Headquarters at the earliest practicable date preceeding the effective date of each Exclusion Order. The Officers specifically charged with the posting of Exclusion Orders and Instructions pertaining thereto will execute certificates of such posting to include the area, the date, the time and manner of posting. These certificates will be forwarded to this Headquarters within twelve hours after completion of posting.

5. For the purpose of registering and processing evacuees, Civil Control Stations will be located in each area to be evacuated. The Federal Security Agency will locate, establish, organize, and operate these installations. That agency is authorized to deal directly with the Office of Emergency Management and other Federal Agencies as may be needed in the establishment and operation of Control Stations. Within each such station there will be included appropriate sections to render services applicable to the several interested Civilian Agencies. The Civilian Agencies concerned will provide for the personnel and the instruction of the personnel assigned to these sections. The Supervisor of each section will control all matters pertaining to the services rendered by his particular Civilian Agency.

6. The manager of each Control Station will be named by the Federal Security Agency. This manager will receive instructions with reference to the evacuation project from the representative of the Sector Commander at the Control Station and will be responsible for the distribution and execution of these instructions by Supervisors of sections within the Control Station.

7. The several Civilian Agencies will control the services rendered by their representatives at Control Stations but, insofar as the coordination and operation of the installation as a whole is concerned, Supervisors of sections will receive their instructions from the manager of the Control Station.

8. The Federal Security Agency, the Department of Agriculture, and the Federal Reserve Bank of San Francisco will provide for necessary general services such as:

- a. The registration of all evacuees.
- b. The medical examination of all evacuees either during processing or after their arrival at an Assembly Center.
- c. Medical aid, including hospitalization, and social welfare service for and during the processing.

- d. The settlement and protection of all the real and personal property of the evacuees, including the registration of those private automobiles belonging to evacuees to be used as transportation to an Assembly Center.
 - e. Storage facilities for items not otherwise disposed of, parking and immobilization of private automobiles at the Assembly Center or other designated place, and provision for proper policing thereof.
 - f. All forms, and operating details incidental to the foregoing, and the maintenance of an adequate filing system for all documents and other data assembled in connection with a particular project or combination of projects.
9. A physician will be made available by the Federal Security Agency at the Civil Control Station during the entire period of registration and processing to attend invalid and other exception medical cases.
10. In addition to their prescribed functions, the Civilian Agencies mentioned above will assist the Sector Commander in the discharge of his duties pertaining to the evacuation.
11. The Sector Commander will provide such military personnel as he deems necessary for and during the registration and processing of evacuees.
12. Sector Commanders will be responsible for the supervision of all movements of evacuees from affected areas in their respective Sectors to the destination designated by this Headquarters. Arrangements for all transportation other than by private conveyance will be made by this Headquarters for movements of evacuees from control stations in affected areas to Assembly Centers and Reception Centers. Any additional transportation for evacuees within an affected area will be arranged for locally by the Sector Commander.
13. In certain cases where specifically directed by this Headquarters, evacuees will be permitted to use their own private automobiles as transportation to an Assembly Center. All private automobiles so used will first have been registered with the representative of the Federal Reserve Bank of San Francisco at the Control Station and provision made by that Agency for the disposition of such automobiles upon arrival at the Assembly Center. As soon as is practicable after registration, the Sector Commander will cause a schedule of such movement to be prepared for the Civil Control Station concerned and provide for adequate supervision of convoys of not more than twenty-five cars each. Arrivals of these groups of automobiles will be spaced throughout the travel day with emphasis being placed upon morning arrivals in order to permit the early settlement of evacuees at the point of destination.
14. The Sector Commander will provide such military personnel as he deems necessary for and during all movements of evacuees. In addition thereto, appropriate maintenance personnel and wrecking equipment will be provided by the Sector Commanders for all movements in supervised groups involving the use of private automobiles by evacuees.
15. The Federal Security Agency will provide medical aid, to include an appropriate number of physicians, and social welfare service for and during all bus and train movements of evacuees from Control Stations in the affected areas to Assembly Centers and Reception Centers. For movements of evacuees by private automobiles, the Federal Security Agency will make appropriate arrangements for medical service.
16. It is contemplated that the number of evacuees moved from one affected area under a given project will not exceed five hundred per day and the number of evacuees arriving at any one Assembly Center or Reception Center from all areas being evacuated under simultaneous operations will not exceed one thousand per day. If practicable, rail transportation will be utilized for all movements involving travel of more than one hundred miles and for all trips during which a meal must be served to the evacuees. At least one tourist-sleeper will be provided for each train to insure appropriate accommodations for medical cases. Once the mode of transportation has been established and a schedule determined, evacuees will be assigned by the manager of the Control Station to a particular bus, street-car, railroad-car or motor convoy in sufficient numbers as directed by the Sector Commander. Close liaison between the representatives of the Sector Commander at the Control Station and the Assistant Chief of Staff, G-4, this Headquarters, is essential during the entire period of processing, in order to coordinate specific transportation requirements and transportation schedules. In the preparation of all transportation schedules, primary consideration should be given to the capacity of a given Assembly Center or Reception Center to assimilate properly the arriving evacuees. In this connection, movements from affected areas will be coordinated so that all arrivals will be spaced and timed as early as is practicable during daylight hours in order to insure proper settlement in the Center prior to darkness. Sector Commanders will designate specifically a train Commander for each train used in transporting evacuees from his Sector to a Center. Similarly, Commanders will be specifically designated for all other group movements of evacuees.
17. Sector Commanders will inform other Sector Commanders concerned if the route of a movement of evacuees from his Sector to an Assembly Center or Reception Center requires the crossing of, or movement into, another Sector. This action is designed to obviate tactical complications and the possibility of rail and highway congestion.
18. Sector Commanders will cause the following reports to be made at the times indicated:

- a. At noon and at 5:00 p.m. of each day of registration a statement as of that time showing the total number of families registered and the total number of individuals to be evacuated thereunder, will be forwarded by wire or teletype to the Wartime Civil Control Administration, 1231 Market Street, San Francisco, California.
- b. At least forty-eight hours prior to departure of evacuees, a statement showing the exact number of persons who will require rail or bus transportation to the Assembly Center or Reception Center, will be forwarded by wire or teletype to the Assistant Chief of Staff, G-4, Headquarters, Western Defense Command and Fourth Army, Presidio of San Francisco, California.
- c. At least forty-eight hours prior to departure of evacuees for Assembly Centers or Reception Centers, a statement showing the total number of persons for which lunches are to be prepared, will be forwarded by wire or teletype to the Assistant Chief of Staff, G-4, Headquarters Western Defense Command and Fourth Army, Presidio of San Francisco, California. In rendering this report, full consideration should be given to the number of children and infants requiring food and formula milk and ingredients.
- d. At least twenty-four hours prior to departure of evacuees, the Manager of the Assembly Center or Reception Center concerned will be informed by the most expeditious means of the total number of evacuees to be expected with the mode or modes of travel, date, and the probable time of arrival.
- e. Upon departure of evacuees, a statement showing the exact number of evacuees who departed, the type of transportation utilized, the number of private cars in any and all convoys, with the date and the probable time of arrival thereof, will be forwarded to the Manager of the Assembly Center or Reception Center concerned, by the most expeditious means.
- f. Upon departure of evacuees for Assembly Centers or Reception Centers, a statement showing the exact number of evacuees who departed, the type of transportation utilized, the number of private automobiles in any and all convoys, the time of departure and the destinations of such movements will be forwarded by wire or teletype to the Wartime Civil Control Administration, 1231 Market Street, San Francisco, California.
- g. Timely information will be forwarded to the Manager of the Assembly Center or Reception Center concerned in order that appropriate arrangements can be made for unloading, if the nature of the baggage or other equipment forwarded with evacuees to the Assembly Center or Reception Center cannot be adequately handled by the evacuees.
- h. Within seventy-two hours after the completion of the evacuation of any specified area, the Sector Commander will forward a report covering the operation of the evacuation project with such recommendations as he desires to make thereon, to the Wartime Civil Control Administration, 1231 Market Street, San Francisco, California.
- i. Within seventy-two hours after the completion of the evacuation of any specified area, the Control Station Manager and the Supervisor of each Civilian Agency involved in the evacuation project will forward through their immediate superiors, a report covering their actions in connection with such evacuation project with such recommendations as they desire to make, to the Wartime Civil Control Administration, 1231 Market Street, San Francisco, California. Copies of the reports by the Civilian Agencies concerned with each evacuation project will be made available to the Federal Security Agency at the time they are submitted to the Wartime Civil Control Administration.

19. Aliens failing to comply with the Exclusion Order and the Instructions issued thereunder are subject to immediate apprehension and detention. Alien and non-alien Japanese alike are subject to the penalties provided by Public Law No. 503, 77th Congress, approved March 21, 1942, entitled, "An Act to Provide a Penalty for Violation of Restrictions or Orders with Respect to Persons Entering, Remaining in, Leaving, or Committing any Act in Military Areas or Zones". Sector Commanders will make suitable provisions for bringing this matter to the attention of the Federal Civil Authorities for any necessary action. Sector Commanders are authorized to call upon the Federal Bureau of Investigation for the enforcement of the statute and for the apprehension of any aliens failing to comply with published orders and instructions.

By Command of Lieutenant General DeWitt:

(signed) Hugh F. Fullerton
 Captain A. G. D.
 Assistant Adjutant General

Distribution "2"

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 25, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 17.
Revision No. 1.

SUBJECT: ASSEMBLY CENTERS

The following is a revised list of Assembly Centers for various areas which the Army has tentatively determined will be available for use in the evacuation program:

| <u>State</u> | <u>Capacity</u> | <u>Location</u> |
|-------------------|-----------------|---|
| <u>Washington</u> | | |
| Puyallup | 8000 | Fair Grounds |
| Yakima | 1200 | Yakima Golding Hop Farm |
| <u>Oregon</u> | | |
| Portland | 3000 | Pac. Int. Livestock Exposition |
| <u>California</u> | | |
| Arcadia | 17000 | Santa Anita Race Track |
| San Bruno | 8000 | Tanforan Race Track |
| Sacramento | 5000 | Wallergero Advanced Depot |
| Stockton | 5000 | Fair Grounds |
| Marysville | 3000 | Sec's: 19 & 30, T. 14N., R. 4E., M.D.B. & M., about one mile S. of Marysville |
| Turlock | 4000 | Fair Grounds |
| Tulare | 5000 | Fair Grounds |
| Merced | 5000 | Fair Grounds |
| Fresno | 5000 | Fair Grounds |
| Pinedale | 5000 | Sec. 32, T. 12S., R. 20E., M.D.B. & M. |
| Salinas | 4000 | Fair Grounds |
| Pomona | 5000 | Fair Grounds |
| Lone Pine | 10000 | Manzanar |
| <u>Arizona</u> | | |
| Near Phoenix | 250 | CCC Cave Creek Camp |
| " " | 250 | CCC Mayer Camp |

R. H. Thompson
Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 24, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 21.

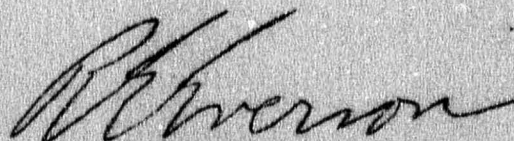
SUBJECT: DISPOSITION OF FARM MACHINERY AND EQUIPMENT

Considerable confusion has existed as to the definition of "farm machinery" and as to the eligibility of property which might conceivably fall within that definition for the benefits of Alternative No. 2 contained in WCCA Form FRB-4.

After consultation between this bank and the Farm Security Administration the following matters have been determined upon by the military authorities:

1. All machinery and equipment primarily susceptible of use in farm operations shall be subject to disposition or care under the supervision of the Farm Security Administration.
2. The determination of the proper classification of machinery and equipment will be made at each Civil Control Station by consultation between the representatives of the Farm Security Administration and this bank with respect to such property.
3. The basis of classification of such machinery and equipment shall be whether it is the type which an implement dealer can ordinarily sell to farm trade, this exclusive of trucks of all types.
4. Trucks and all other equipment which does not fall within the foregoing definition of farm equipment will be regarded as qualifying for disposition by this bank under either of the alternatives set forth on WCCA Form FRB-4.

It is believed that close cooperation between our Field Representatives and the Farm Security Administration will result in the solution of any problems with respect to the foregoing, and our Field Representatives are requested to extend full cooperation in this regard.


Assistant Cashier.



#13
Official distribution only
COPY OF TELEGRAM RECEIVED

San Francisco, California
April 11, 1942

Manager,
Wartime Civil Control Administration,
500 California Street,
San Francisco, California.

To all United States Employment Service offices issuing travel permits: Pending further clarification following instructions should be observed by all U.S.E.S. personnel issuing travel permits and conflicting advice from other sources except only Provost Marshall disregarded.

(1) Travel more than five miles for purpose of effecting bona fide change of residence within non-curfew hours except non-stop travel on common carriers for long distances may be authorized -

(a) For German and Italian aliens if destination not within any of areas prohibited by Attorney General without regard to whether applicant can show means of support or desirable plan for living at destination.

(b) For Japanese if destination not outside Military Area No. 1 and not in any of areas evacuated by Attorney General or Army and if applicant is not living in area then being evacuated under Army order, without regard to questions of means of support, etc.

(2) Travel within non-curfew hours of more than five miles for German and Italian aliens and Japanese to transact business preparatory to evacuation or because of personal emergency such as family illness or death or to secure medical service from regular physician may be authorized provided it is shown that request is bona fide and clear need for such travel exists but care must be exercised not to authorize travel for purely social purposes or to facilitate movement of traveling salesmen or collectors beyond limits of community or immediate locality of residence. Permission for travel involving change of residence as outlined above should be authorized on travel permit PM-2 revised after completion by applicant of Form PM-1. Permission for other travel authorized under these instructions may be granted on Form PM-2 revised by striking out "New Address" and inserting destination and return date as fixed by issuing officer. Refer all doubtful cases to local officer representative of Provost Marshal or to me WCCA, Hotel Whitcomb, Room 484, for decision. If you do not have supply of PM-1 and PM-2 wire Social Security Board, 785 Market Street, San Francisco, Attention H. V. Bary.

JAMES G. BRYANT,
REGIONAL REPRESENTATIVE, U.S.E.S.

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 11, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 20.

SUBJECT: COMPILATION OF INFORMATION RELATIVE TO RE-EXAMINATION OF
MILITARY AREAS AND ZONES

Following is the text of a memorandum dated April 8, 1942, from Colonel Karl R. Bendetsen, Assistant Chief of Staff, Civil Affairs Division, Western Defense Command and Fourth Army, relating to the above subject:

- "1. On the assumption that the matter of designating military areas and zones is one for continuing study and that there will be necessity for the future clarification, correction and extension of Military Areas, and particularly Prohibited Zones A, as already set forth in Public Proclamations No. 1 and No. 2, it is desired that all communications, data, files and information bearing upon this subject be assembled for the purpose of study and the determination of a general policy in this regard.
2. The major part of the information available in this connection will appear in the correspondence and written recommendations that have reached this Division, either direct or by transmittal from Headquarters Western Defense Command and Fourth Army. In addition to the material that has already been assembled, it is assumed that there are also communications scattered throughout the Division which have been retained by various Sections for lack of information as to where they should be forwarded or for the purpose of handling additional matters referred to therein not related to the subject matter of this memorandum.
3. It is directed that all such communications, data, files and information referred to heretofore received, be forwarded to Captain Truman R. Young, Room 420, to reach him not later than Friday, April 10, 1942, and that similar disposition be made of such material received in the future.
4. Any suggestions or ideas that WCCA personnel may have on the matter of the readjustment of military areas, prohibited and restricted zones, which may have occurred to him by reason of participation in activities of the Division, or that may have been communicated to him orally from outside sources, will be placed in the form of a written memorandum and referred to Captain Young within the time specified in the foregoing."

Any information of the character referred to which is now in your hands or which may come to your attention in the future should be forwarded to the office of the Federal Reserve Bank of San Francisco with which you are affiliated for transmission to the proper authorities.

[Signature]
Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 10, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 19

SUBJECT: RESPONSIBILITY FOR PROTECTION OF EVACUEE PROPERTY

Reference is made to Instruction Letters No. 4 (Special Blocked Property) and No. 3 (Exercise of Freezing Control).

We have every reason to believe that evacuation in remaining areas will be carried forward in a comparatively short time. Experience indicates that the actual evacuation is greatly facilitated when property problems have been satisfactorily adjusted prior to notice of evacuation. We therefore urge that every effort be made to contact potential evacuees in your area to the end that a solution be found to any property problems they may have.

We wish to reiterate that it is our responsibility to see that such settlements are carried through on an equitable basis. It is not sufficient merely to advise the evacuee to settle his affairs or consult his creditors. You should, in each instance, go sufficiently into the details of the problem to satisfy yourself as to the character of the problem and then follow through until you have definite knowledge that it has reached a satisfactory conclusion.

We further request that you review your interview files and, in instances in which advice was given but you do not know the final disposition, that you endeavor to contact the evacuee and learn from him the results of his efforts. This will then enable you to complete your file.

Your reports and records should fully set forth a complete history of the case so that in future the file will reflect fully the problem presented and the solution arrived at. Remember, undoubtedly cases will be found in the future in which we shall be called upon to defend our actions.

That we have not had referred to us more critical cases raises a question in our minds as to whether field representatives are getting close enough to the problems presented, and being thorough enough in their investigations. We of course do not welcome the use of the freezing power; nevertheless, such power is available and, as previously instructed, you should promptly contact the office of the Federal Reserve Bank of San Francisco in your zone if its use seems desirable.



M. M. Hale
Vice President

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 10, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 18.

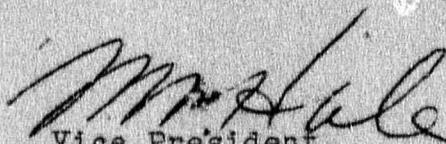
SUBJECT: STORAGE OF PROPERTY IN ADVANCE OF CONTROLLED
EVACUATION OPERATIONS

While storage facilities under the supervision of this bank will not be provided for evacuees under present plans, before controlled evacuation occurs in each area, it is recognized that many practical difficulties will be involved, particularly in the rural areas, in arranging for the pick up and storage of the properties of evacuees during the short time available in any given evacuation operation.

In view of this fact we are encouraging evacuees to make preliminary storage arrangements so far as they may care to do so at their own risk and on their own account, with a view toward having their properties deposited in some central location in each area from which they can be picked up and stored by us at the time of evacuation. In many cases evacuees are depositing their properties at their own church or association premises with this objective in view. Naturally it will be necessary at the time actual evacuation operations are started to request evacuees to take additional steps in identifying their properties by tag and to otherwise place them in proper condition for storage.

It is believed that the best interests of evacuees will be served wherever they can make preliminary arrangements of this character.

Please inform us as to the solution you propose to find for your area.


Vice President.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 6, 1942

Field Representatives
Evacuee Property Department

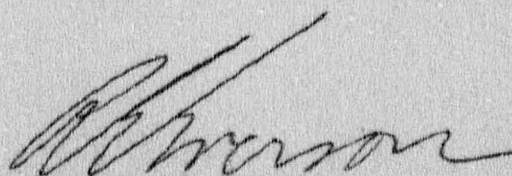
Instruction letter No. 17.

SUBJECT: ASSEMBLY CENTERS

The following is a revised list of Assembly Centers for various areas which the Army has tentatively determined will be available for use in the evacuation program:

| <u>State</u> | <u>Capacity</u> | <u>Location</u> |
|-------------------|-----------------|---|
| <u>Washington</u> | | |
| Puyallup | 8000 | Fair Grounds |
| Yakima | 1200 | Golden Hop Yard near Toppenish |
| <u>Oregon</u> | | |
| Portland | 6500 | Pac. Int. Livestock Exposition |
| <u>California</u> | | |
| Arcadia | 15000 | Santa Anita Race Track |
| San Bruno | 10000 | Tanforan Race Track |
| Sacramento | 5000 | Wallergo Advanced Depot |
| Stockton | 5000 | Fair Grounds |
| Marysville | 3000 | Sec's: 19 & 30, T. 14N., R. 4E., M.D.B. & M., about one mile S. of Marysville |
| Turlock | 4000 | Fair Grounds |
| Tulare | 5000 | Fair Grounds |
| Merced | 5000 | Fair Grounds |
| Fresno | 5000 | Fair Grounds |
| Pinedale | 5000 | Sec. 32, T. 12S., R. 20E., M.D.B. & M. |
| Salinas | 3000 | Fair Grounds |
| Pomona | 5000 | Fair Grounds |
| <u>Arizona</u> | | |
| Near Phoenix | 300 | CCC Cave Creek Camp |
| " " | 300 | CCC Mayer Camp |

This supersedes Instruction letter No. 13 and Memorandum No. 8 which should be disregarded.


Assistant Cashier.



armstrong

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

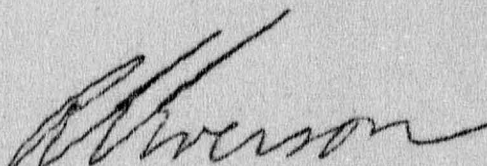
April 6, 1942

Field Representatives
Evacuee Property Department

Instruction Letter No. 16

SUBJECT: CORRECTION IN MEMORANDUM ATTACHED TO INSTRUCTION
LETTER NO. 14.

In line 5 of the last paragraph of the memorandum, WCCA Form FRB-4 is mentioned. This should be WCCA Form FRB-5. The sentence will then read "At this point, all the numbers appearing on WCCA Form FRB-3 should be thoroughly checked,"


Assistant Cashier



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

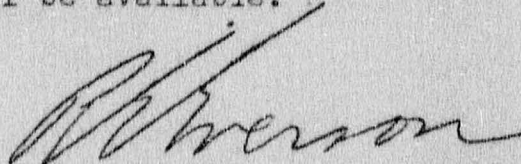
April 4, 1942

Field Representatives
Evacuee Property Department Instruction Letter No. 15.

SUBJECT: INFORMATION AVAILABLE TO THE PUBLIC

We have previously stressed that information contained in Instruction Letters is of a confidential nature, however, information contained in printed forms which are already being used in Civil Control Stations, is in the hands of the public and you should discuss freely such information contained therein, with persons interested in the subject. The Instruction Letters are for your own further guidance in such discussions.

The program of storing motor vehicles, furniture, etc., has been established and although we will not give service along these lines until the particular area is to be evacuated, you may nevertheless inform evacuees that such services will be available.


Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 4, 1942

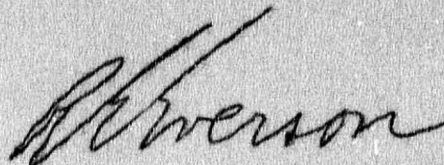
Field Representatives
Evacuee Property Department

Instruction Letter No.14

SUBJECT: USE OF MOTOR VEHICLE REGISTRATION FORM, WCCA
FORM FRB-3 AND AGREEMENT REGARDING DISPOSITION
OF MOTOR VEHICLE, WCCA FORM FRB-4.

We are enclosing, for your information only,
a memorandum prepared for the use of our representatives
in Civil Control Stations, established or to be established,
throughout the military area.

We believe that the information furnished in
this memorandum, together with that contained in the two
forms mentioned, will give you a clear picture of the
manner in which the program is progressing, insofar as
motor vehicles are concerned.



Assistant Cashier

Enclosures



MEMORANDUM

April 4, 1942

SUBJECT: USE OF MOTOR VEHICLE REGISTRATION FORM, WCCA FORM FRB-3
AND AGREEMENT REGARDING DISPOSITION OF MOTOR VEHICLE,
WCCA FORM FRB-4.

Evacuee's First Visit

One copy of each of these forms should be given to the evacuee on his first visit, in order that he might study them and know the contents thereof.

Evacuee's Second Visit

The State Motor Vehicle Registration Certificate, for the vehicle, must be submitted at the Civil Control Station and should immediately be checked to see that the owner's signature appears on the reverse.

Three copies of each form should be prepared at this time and WCCA Forms FRB-3 and FRB-4 should be stapled together in sets.

Two sets, together with the Registration Certificate, and an identification tag which the evacuee will tie securely on the steering apparatus of the motor vehicle, should be placed in an envelope and handed to the evacuee at this time, with instructions to bring all of these documents to the designated automobile storage point at the proper time. The third set should be retained as office copies.

ALTERNATIVE NO. 2. (Sell to Army)

If Alternative No. 2 has been indicated, and the evacuee is the legal owner of the motor vehicle, he must at this time present the Ownership Certificate, duly endorsed (lines 1 and 2 on reverse) and the Ownership Certificate should be attached to the office set of WCCA Form FRB-3 and FRB-4. The endorsements must be exactly the same as the name inscribed on the face of the form.

If Alternative No. 2 has been selected and the evacuee is not the legal owner of the motor vehicle, the Ownership Certificate, being in the hands of the legal owner, will obviously not be available.

Delivery of Automobiles at the Place of Storage

From the above, you will observe that when the evacuee arrives at the place of storage, the only documents he will present, will be the tag to be placed on the steering apparatus, two sets of WCCA Form FRB-3 and FRB-4 and the Registration Certificate. At this point, all the numbers appearing on WCCA Form FRB-4 should be thoroughly checked, together with the information concerning accessories, etc., and any exceptions should be noted on both copies of the form. Inspection should be made to see that the tag is securely tied to steering apparatus. The space provided for "Receipt for Vehicle" on WCCA Form FRB-3 (both copies), should be completed and one set handed to the evacuee. The remaining set should be held and delivered to the Main Office of the Evacuee Property Department, together with the Registration Certificate and the Keys.

**WESTERN DEFENSE COMMAND AND FOURTH ARMY
WARTIME CIVIL CONTROL ADMINISTRATION
San Francisco, California**

**INSTRUCTIONS TO EVACUEES
REGARDING DISPOSITION OF MOTOR VEHICLES**



Evacuees will not be permitted to take their motor vehicles to reception centers. No assurance whatever can be given that evacuees will be enabled at some future time to have the motor vehicles now owned by them returned for their individual use.

The United States Army is authorized, in its discretion, to purchase motor vehicles from evacuees.

Prior to evacuation, motor vehicles may be stored, sold or otherwise disposed of by the owner privately, without governmental interference or assistance.

ALTERNATIVES OF STORAGE OR SALE

The other alternatives presented to the evacuee who owns a motor vehicle are as follows:

Alternative 1. To deliver his motor vehicle to Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, for storage at the owner's risk, without insurance; which storage will, in most instances, be in open areas (at Assembly Centers or other designated places) and must of necessity be of a character which will subject motor vehicles to a more or less rapid deterioration.

Alternative 2. To offer his motor vehicle for sale to the United States on the following basis:

The motor vehicle will be appraised by two disinterested appraisers and, in its discretion and at its option, the Army may buy the motor vehicle at the appraised price which shall not, however, exceed the Blue Book wholesale value in the locality where the purchase is consummated.

**PURCHASE OF MOTOR VEHICLES BY THE
UNITED STATES**

A. If the evacuee is **NOT** the legal owner of the motor vehicle, in order to arrange for a sale to the Army, he must present to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, at the Civil Control Station, or such other place as may be directed, the following:

1. Registration certificate, duly endorsed.
2. The agreement on the reverse hereof, duly signed and witnessed.
3. Such other authorization and assurance as may be required by the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States.

In case the evacuee is not the legal owner, it must be clearly understood that if the indebtedness against the motor vehicle is equal to or

greater than the appraised value so that the evacuee has no equity, no sale to the United States will be consummated. In such an instance the right of any creditor to repossess or recapture, as provided by law, will not be resisted by the custodian of the motor vehicle.

B. If the evacuee **IS** the legal owner of the motor vehicle, he must, in addition to the foregoing, present the ownership certificate, duly endorsed.

DEFINITIONS AND CONDITIONS

Included in the term "motor vehicle" are the following:

1. Passenger cars, light and medium. Heavy passenger cars in order to come within the purchasable category must be classed as "medium", as the Army is not authorized to purchase any "heavy" passenger cars.
2. Motorcycles.
3. Busses and trucks of all types, including pick-up and delivery trucks; and tractors, including semi-truck tractors.

It is not intended to include within the term "motor vehicle" those self-propelled motor vehicles suited only for farm operation.

In the event that the sale of any motor vehicle is not completed or appears not feasible, the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, acting for and as agent of the evacuee, reserves the right to store such motor vehicle at the owner's risk, as above set forth, or to make such other disposition of such motor vehicle as may, in its sole discretion, appear to be just and equitable, including the right to permit the legal owner of such motor vehicle to take his legal recourse for repossession or otherwise.

It is intended that the above procedure will provide a feasible means of protecting the interests of evacuees in their motor vehicles, without prejudice to the interests of others therein, and thus will effect an equitable disposition of such property.

Agreement Regarding Disposition of Motor Vehicle



THIS IS TO CERTIFY that the undersigned has read and understands the instructions on the reverse hereof regarding the disposition of the motor vehicle described on WCCA Form FRB-3, [to be attached hereto and incorporated by reference herein if this Agreement is signed] which the undersigned has signed concurrently herewith.

Said instructions and those on the reverse of WCCA Form FRB-3 are a part of this Agreement.

The undersigned desires to dispose of the aforesaid motor vehicle according to Alternative No. _____ set forth on the reverse hereof, and requests the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, to act accordingly. If the accomplishment of the alternative herein selected appears to said Bank, in its sole discretion, impossible or not feasible, said Bank is authorized to make such other disposition of said motor vehicle as it deems proper.

Said motor vehicle is delivered to said Bank at the sole risk of the undersigned, and it is agreed that no liability or responsibility shall attach to said Bank for any act or omission in connection with the handling of said motor vehicle or disposition of the proceeds thereof.

The undersigned further agrees, upon demand, to reimburse the Federal Reserve Bank of San Francisco, Fiscal Agent of the United States, in full for all charges and expenses incurred in connection with the disposition of said motor vehicle, and authorizes and instructs said Bank to deduct from the proceeds of the sale of said motor vehicle any of such expenses incurred.

Executed at _____ this _____ day of _____, 1942.

Family No. _____

WITNESS: _____

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 4, 1942

Field Representatives
Evacuee Property Department

Instruction Letter No.13

SUBJECT: ASSEMBLY CENTERS

The following is a list of Assembly Centers for various areas in Military Area No.1 which the Army has tentatively determined will be available for use in the controlled evacuation program:

| <u>State</u> | <u>Capacity</u> | <u>Location</u> |
|-------------------|-----------------|--|
| <u>Washington</u> | | |
| Puyallup | 8000 | Fair Grounds |
| Yakima | 1200 | Golden Hop Yard near Toppenish |
| <u>Oregon</u> | | |
| Portland | 6500 | Pac.Int.Livestock Expo- sition |
| <u>California</u> | | |
| Arcadia | 15000 | Santa Anita Race Track |
| Sacramento | 5000 | Wallergero Advanced Depot |
| Stockton | 5000 | Fair Grounds |
| Marysville | 3000 | Sec's. 19 & 30, T. 14 N., R.4E., M.D.B.& M., about one mile S. of Marysville |
| Turlock | 4000 | Fair Grounds |
| Tulare | 5000 | Fair Grounds |
| Merced | 5000 | Fair Grounds |
| Fresno | 5000 | Fair Grounds |
| Pinedale | 5000 | Sec.32, T.12S., R.20E., M.D.B.& M. |
| Salinas | 3000 | Fair Grounds |
| Pomona | 5000 | Fair Grounds |

In most cases, areas in the Assembly Centers will be available for the parking of motor vehicles at owner's risk under guard provided by this bank; in other cases it may be necessary for us to arrange for automobile storage space.

The general procedure in the evacuation plan at this time contemplates the establishment of Civil Control Centers as valves of the areas to be drained, as those areas are reached, with a view toward processing the evacuees at that point, including making arrangements for disposition of their properties, and then directing the evacuees to the Assembly Center for transportation to re-settlement areas.

The general program will vary in specific instances, but the general outline has been determined upon by the Army.

R. Therson
Assistant Cashier



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 4, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 12.

SUBJECT: STORAGE OF PERSONAL PROPERTY AND TREATMENT OF MOTOR VEHICLES

We are enclosing for your information the following:

1. Personal Property Form (WCCA - Form FRB-2)
2. Motor Vehicle Registration Form (WCCA - Form FRB-3)

These forms are intended for use in connection with controlled evacuation operations in each area as evacuation occurs. They are forwarded to you in order that you may be apprised of the procedure to be followed in this connection.

PERSONAL PROPERTY FORM (WCCA - FORM FRB-2)

This form is provided at Civil Control Centers by Federal Security Agency Representatives to permit evacuees to indicate the household furniture and other personal property of a substantial nature, crated articles and inventories of acceptable merchandise properly crated, which the evacuee proposes to store with us. The use of this form is discussed in Instruction Letter No. 11.

As is indicated, this bank will arrange warehouse facilities at owner's risk for the above types of property which the evacuees desire to leave in our care under those circumstances, as each area is evacuated.

In this connection, Field Representatives are requested to investigate warehousing facilities in their respective areas to determine what storage will be available when the need arises. The Army has requested that we do not make use of existing private warehouse facilities, but that we endeavor to obtain facilities not now in use or the use of which would not be anticipated for regular storage purposes.

In considering storage facilities, it should be borne in mind that unloading facilities such as door space should be adequate in order to minimize the need for tying up numerous vans and trucks at the warehouse point through bottleneck of unloading facilities.

As not only must we arrange for storage but for pickup of goods as well, Field Representatives are also requested to explore with local drayage companies possible arrangements for them to pick up property from various addresses, moving it to and storing in such storage location as may be obtained at which point our representatives will check it in and guard the goods.



Field Representatives
Evacuee Property Department

Instruction letter No. 12.

Page 2.

April 4, 1942.

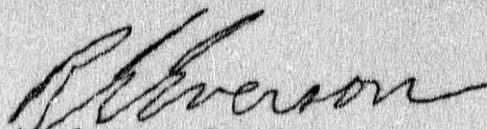
SUBJECT: STORAGE OF PERSONAL PROPERTY AND TREATMENT OF MOTOR VEHICLES

Please make your preliminary investigation and give us the results of your survey.

MOTOR VEHICLES REGISTRATION FORM (WCCA - FORM FRB-3)

This form is for use in connection with the obligation placed on this bank to make arrangements for the storage of such motor vehicles as evacuees may desire to place in our care in open-air storage at the risk of the evacuee. It is intended that this form shall be completed at the Civil Control Center by our representatives. The plan contemplates that the form will be prepared from the registration certificate and identification tag of the evacuee, in triplicate. The details of the use of the form will be the subject of a separate Instruction Letter.

It is intended that space will be provided at Assembly Centers or other places which may be designated later for storage by this bank at that point.


Assistant Cashier.

Enclosure

PERSONAL PROPERTY FORM

NAME OF OWNER _____

FAMILY No. _____

Address at Which Property Is Located: _____

(NUMBER)

(STREET)

(FLOOR, OR APT. NO.)

(CITY)

(STATE)

The property described on the reverse side of this form located at the address given above is delivered to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, at the sole risk of the undersigned. It is agreed that no liability or responsibility shall be assumed by the Federal Reserve Bank of San Francisco for any act or omission in connection with its disposition. It is understood that no insurance will be provided on this property.

WITNESSES _____

FOR _____

SIGNATURE OF OWNER _____

ILLITERATES _____

Note to Owner: DO NOT WRITE BELOW THIS LINE

STORAGE NOTICE

The list of items appearing on the reverse side of this form have been placed in storage at the place indicated below with the exception of those items specifically indicated on the reverse side of this form as not found, or not delivered to the undersigned representative of the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, or as not being of the proper type for storage. The stored items are identified only as to the number of items, crates, or boxes, and not as to the contents thereof.

DATE _____

SIGNED _____

*Representing the Federal Reserve Bank of San Francisco,
as Fiscal Agent of the United States.*

PLACED IN STORAGE AT _____

INSTRUCTIONS TO OWNER

Before any property will be accepted for storage by the United States Government four (4) copies of this form must be filled in and returned to the Civil Control Station at which you registered for evacuation. On the back of each copy the items to be left for storage must be carefully listed. Items not on the printed list should be written in the blank spaces provided on this form.

Small articles must be securely packed in crates or boxes of not less than two (2) cubic feet capacity and will be indicated simply as to number of boxes, no attempt being made to itemize on this form the articles therein. All crates and boxes must be securely packed and fastened. Each box, crate, or article must be identified with tags obtained from the Civil Control Station.

No loose bundles of clothes, linens, utensils, or other small or unsubstantial household items will be accepted for storage. Farm products, farm machinery, automobiles, land, livestock, or pets must not be listed as personal property on this form.

After all copies of the form have been filled in and returned to the

Civil Control Station, one copy, checked for conformity with the other three, will be given to the owner of the property. The copy delivered to the owner will be evidence merely that other copies of the form have been delivered. At this time the owner must leave the keys to the place where the property is to be found, or make arrangements to deliver the keys to the representative of the Evacuee Property Department of the Federal Reserve Bank of San Francisco before leaving the area of his residence.

The copy delivered to the owner merely shows the number of items, boxes, and crates which the owner claims he has prepared for storage. It does not constitute an agreed inventory. It does not constitute a verified list. It does not constitute any evidence of the number of items actually stored or of the contents of boxes, crates or packages. Verification of the inventory list of items actually stored will be made as storage is accomplished. A verified list will then be forwarded to the owner.

The copy of the list mailed to the owner will serve as a permanent record and should be carefully preserved by him.

PERSONAL PROPERTY INVENTORY LIST

| OWNER'S REPORT NUMBER OF PCS. | ARTICLE | ITEM CHECK | | OWNER'S REPORT NUMBER OF PCS. | ARTICLE | ITEM CHECK | | OWNER'S REPORT NUMBER OF PCS. | ARTICLE | ITEM CHECK | |
|--|-------------------------|------------|---------|--|----------------------------|------------|---------|--|----------------------|------------|---------|
| | | REC'D | SHIPPED | | | REC'D | SHIPPED | | | REC'D | SHIPPED |
| LIVING ROOM | | | | BEDROOM | | | | KITCHEN — (Con't) | | | |
| | Bookcase | | | | Bedroom | | | | | | |
| | Book shelves | | | | Box, incl. spring & matt. | | | | | | |
| | Chair, arm | | | | Double | | | | | | |
| | Chair, occasional | | | | Single | | | | | | |
| | Chair, overstuffed | | | | Box springs for double bed | | | | | | |
| | Chair, straight | | | | Box springs for single bed | | | | | | |
| | Davenport | | | | Curtain, clothes | | | | | | |
| | Desk | | | | Chair, bouclé | | | | | | |
| | Lamp, floor | | | | Chair, straight | | | | | | |
| | Music cabinet | | | | Chair, rocker | | | | | | |
| | Piano, grand | | | | Chest, cedar | | | | | | |
| | Piano upright | | | | Chest of drawers | | | | | | |
| | Piano bench | | | | Child's bed | | | | | | |
| | Phonograph | | | | Child's rocker | | | | | | |
| | Radio, cabinet | | | | Child's table and chairs | | | | | | |
| | Radio, table model | | | | Chiffonier | | | | | | |
| | Rocker | | | | Dresser | | | | | | |
| | Rug, large | | | | Dresser, vanity | | | | | | |
| | Rug, small | | | | Dresser, vanity bench | | | | | | |
| | Rug, pad—large | | | | Hanger, clothes | | | | | | |
| | Smoking Stand | | | | Lamp, floor | | | | | | |
| | Stool, foot | | | | Lamp, table (no shade) box | | | | | | |
| | Studio couch | | | | Night table | | | | | | |
| | Table, coffee | | | | Rug, large | | | | | | |
| | Table, dropleaf | | | | Rug, small | | | | | | |
| | Table, end | | | | Suitcase | | | | | | |
| | Table, gateleg | | | | Trunk | | | | | | |
| | Table, library | | | | | | | | | | |
| | Table, nest | | | | | | | | | | |
| | Table, occasional | | | | | | | | | | |
| | Telephone stand & chair | | | | | | | | | | |
| DINING ROOM | | | | KITCHEN | | | | MISCELLANEOUS | | | |
| | Buffet | | | | Brooms & Mops, bundle | | | | Barrel | | |
| | Chair, arm | | | | Chair | | | | Basket | | |
| | Chair, straight | | | | Highchair | | | | Bicycle | | |
| | China closet | | | | Ironing board | | | | Boxes | | |
| | Dinetta table | | | | Kitchen cabinet | | | | Buggy | | |
| | Rug, large | | | | Linoleum | | | | Cans | | |
| | Rug, small | | | | Range | | | | Card table | | |
| | Table, extension | | | | Refrigerator, electric | | | | Cot, folding | | |
| | | | | | Refrigerator, ice | | | | Day bed | | |
| | | | | | Stool | | | | Folding chair | | |
| | | | | | Table | | | | Halter | | |
| | | | | | Utility cabinet | | | | Lawn mower | | |
| | | | | | | | | | Mangle | | |
| | | | | | | | | | Play pen | | |
| | | | | | | | | | Porch chair (wicker) | | |
| | | | | | | | | | Porch rocker | | |
| | | | | | | | | | Porch davenport | | |
| | | | | | | | | | Porch rug, large | | |
| | | | | | | | | | Porch table | | |
| | | | | | | | | | Sewing cabinet | | |
| | | | | | | | | | Sewing machine | | |
| | | | | | | | | | Step Ladder | | |
| | | | | | | | | | Toot chest | | |
| | | | | | | | | | Tub | | |
| | | | | | | | | | Vacuum cleaner | | |
| | | | | | | | | | Wash boiler | | |
| | | | | | | | | | Washing machine | | |
| | | | | | | | | | Work bench | | |

If the property herein claimed to have been delivered, and which actually was delivered is lost, damaged, or destroyed as the result of negligence while it is in the possession or custody of the United States, or of any agency acting for it, the Congress of the United States will be asked to take appropriate action for the benefit of the owners.

MOTOR VEHICLE REGISTRATION FORM

(See instructions on back of this sheet)

Name of Registered Owner _____ Family Number _____

Address of Registered Owner _____

Name of Legal Owner (if different) _____

Address of Legal Owner _____

License Number _____ Serial Number _____

Make of Vehicle _____ Engine Number _____

Date First Sold _____ Type of Vehicle _____

Accessories (Indicate number on vehicle): Spare Tire(s) _____ Fog Light(s) _____ Radio _____

Heater _____ Other _____

Remarks: _____

WAIVER

The motor vehicle described in this form is delivered to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, at the sole risk of the undersigned. It is agreed that no liability or responsibility shall be assumed by the Federal Reserve Bank of San Francisco for any act or omission in connection with its disposition. It is understood that no insurance will be provided on this property.

Witnesses _____

for

Signature of Owner _____

Illiterates _____

RECEIPT FOR VEHICLE

Place of Delivery _____

Receipt of the vehicle described above is hereby acknowledged.

Date _____

Representing the Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States.

Placed in Storage at _____

MOTOR VEHICLE REGISTRATION FORM

Instructions to Owner

To be accepted for storage by the United States Government, the motor vehicle must be in proper running order.

The procedure for registering and storing a motor vehicle is as follows:

- (a) The State Motor Vehicle Registration Certificate for this vehicle must be submitted at the Civil Control Station, and three copies of this form (FRB-3) will then be prepared.
- (b) Two copies of this form, together with the Registration Certificate, will be handed to the evacuee for his retention until arrival at the designated Assembly Center. The third copy will be retained at the Civil Control Station.
- (c) The evacuee will be given an identification tag which he will tie securely to the steering apparatus of the motor vehicle.
- (d) On arrival at the Assembly Center the evacuee will deliver to the representative of the Federal Reserve Bank of San Francisco the two copies of this form, the Registration Certificate, and the keys to the vehicle.
- (e) The representative of the Federal Reserve Bank of San Francisco will check all numbers on the form and if found to be correct will acknowledge receipt of the motor vehicle by signing one copy of the form and delivering it to the evacuee.

If the motor vehicle described in this form is lost, damaged, or destroyed as the result of negligence while it is in the possession or custody of the United States, or any agency acting for it, the Congress of the United States will be asked to take appropriate action for the benefit of the owner.

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 3, 1942

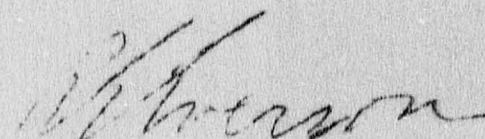
Field Representatives
Evacuee Property Department Instruction letter No. 11.

SUBJECT: USE OF PERSONAL PROPERTY FORMS, WCCA FRB-2.

We are enclosing, for your information only, a memorandum prepared for the use of our representatives in the first WCCA office established in San Francisco.

You will observe that we have outlined a method of procedure in the preparation of the handling of the Form, in which we have gone into quite some detail.

It does not necessarily follow that all subsequent offices will use the same procedure, as conditions in various locations obviously will not be the same, and will result in amending such procedure from time to time.



Assistant Cashier.

Enclosure



MEMORANDUM

April 2, 1942

SUBJECT: Use of Personal Property Form (WCCA FRB-2)

Evacuee's First Visit

These forms will be available at all WCCA offices, and normally will be handed to evacuees by the representative of the Federal Security Agency at such offices, at the time the Family No. is assigned. It is believed that the "Instructions to Owner" for the preparation of the form are complete and self-explanatory.

The evacuee should take 4 copies of the form to his place of residence for completion, including the "Personal Property Inventory List" on the reverse of the form.

Evacuee's Second Visit

All copies of the form should be returned to the Evacuee Property representative, who should check them for conformity, delivering one copy to the evacuee for his record.

It should be explained to the evacuee at this time, that any property not included in the Inventory List will not be taken from the residence at the time that the other items are removed therefrom. For example:

If a stove, refrigerator or any other item is found at the place of residence and is not included on the Inventory List, it will be assumed that such items belong to the landlord or that proper arrangements have been made with a finance company, or other person, for their disposition. This point cannot be too strongly emphasized.

It should be explained to the evacuee that all such items as stoves to be stored with us, should be disconnected and that wherever possible, goods should be crated for their protection, as we do not assume any responsibility for breakage, etc.

The evacuee should then be given a sufficient number of Storage Tags (WCCA Form FRB-1), bearing in mind at all times that the number of pieces indicated in the columns provided for that purpose on the Inventory List, would not necessarily indicate the number of tags needed. For example:

In moving and storing a grand piano, the three legs are removed therefrom, therefore, a grand piano might require 4 storage tags. Likewise, a bed will consist of the headboard, footboard, side rails, slats, springs and mattress, and consequently would require at least 6 tags. The storage tags must be completed by the evacuee, giving the family name, Family No. and indicating the office of issuance, i.e., San Francisco.

At this time arrangements must be made so that the furniture movers will have access to the property. If the keys to the premises are delivered to us, we should immediately attach Form VT 17D, which was not drawn for this purpose but which will suffice until such a form has been prepared. The evacuee's Family No. should be shown on this form, as well as his name and address - and most important, the name and address of the person to whom the keys are to be returned after the furniture has been removed from the premises. If the key is not delivered to us the evacuee must indicate on the form, the name and address of the person holding the key, who must be located in the immediate vicinity.

Drayage Instructions

The first copy of WCCA Form FRB-2 should be delivered to the person designated as a coordinator for the various moving concerns, who will take care of the furniture from this point to the time that it is actually delivered in our warehouse. The second copy will be placed with other similar forms, arranged numerically, and delivered to our representative at the warehouse. The third copy should be retained by our representative in the WCCA offices, in a numerically arranged file.

Delivery of Furniture at Warehouse

Arrangements have been made with the furniture moving people, not only to take care of the cartage but also to properly stack the furniture in the warehouse. Therefore, we will not receipt to the driver of the van, for furniture off the tail-gate, but rather will make our check of the inventory as the furniture is stacked.

On the Inventory List, immediately following the description of the article, the moving people will indicate, in the column headed "Article", the number of pieces which are being delivered. For example:

Piano, Grand - 4

Our representative, in checking the goods into the warehouse, will indicate the number of pieces in the column "Rec'd", which should correspond with that inserted by the movers, and we will receipt on a form provided by the movers for the total number of pieces indicated in the "Rec'd" column, rather than the number of pieces indicated in the column headed "Number of Pieces".

After the Personal Property Inventory List has been checked, the checker will retain the list until the end of the day, or some other convenient time, to be delivered to our representative at the WCCA office.

Because of the possibility that a great number of items, particularly refrigerators, have not been completely paid for, and it might therefore be necessary to examine these items for Serial Nos., etc., in connection with claims from the finance companies, we have requested that in storing the furniture, refrigerators be placed as close to the aisle as possible, so that they will be more readily available.

Office Routine

After the furniture has been properly stored, receipted for to the movers, etc., copies of WCCA Form FRB-2 will be returned to the Main Office of the Evacuee Property Department for proper distribution to the War Relocation Authority and the evacuee.

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

April 3, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 10.

SUBJECT: DISSEMINATION OF INFORMATION

The following text of a memorandum dated April 1, 1942, from Colonel Karl R. Bendetsen is set forth with the request that all our personnel be guided by its terms in connection with this program:

"1. It has come to my attention from reliable sources today, that during the course of planning for an evacuation from the San Francisco area, the tentative evacuation zone boundaries were described in the presence of a member of the Japanese-American Citizens' League, by a member of the civilian staff. This incident occurred prior to the time when the proposed boundary and the proposed evacuation project had been approved. The result was that the Japanese concerned immediately undertook to notify other Japanese of what he had overheard, by telephone.

"2. Even if the project had been then approved, the dissemination of such information in advance of the time for publication might have resulted in serious consequences.

"3. All persons, whether military or civilian, assigned to, serving with, or in any way connected with the Civil Affairs Division or the Wartime Civil Control Administration, are directed to exercise every precaution to insure the utmost secrecy of information regarding evacuation scheduling and planning. Such information must not be discussed in the presence of any person not officially connected with the project, or released for publication prior to approval for such release. The seriousness of violations of this directive cannot be overemphasized.

"4. Loose talk may cost lives, may retard the war effort, may invite serious direct action. Aside from the liabilities imposed by law, every person has a patriotic duty during time of war, to exercise the utmost discretion and to avoid unauthorized dissemination of military information. I ask that each person who reads this memorandum bring it to the attention of all concerned so that no one will fail to be reminded of his or her obligation in this connection."

R. H. Benson
Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

*Superseded
by letter # 17*

MEMORANDUM
April 2, 1942

NO. 8 - SUBJECT: Assembly Centers.

The following Press statement was released by the Wartime Civil Control Administration, Western Defense Command and Fourth Army, under date of April 1, 1942.

"Acquisition of six additional assembly centers for use in the evacuation of Japanese from Military Area No.1, comprising the Western portions of California, Oregon, Washington and Southern Arizona, was announced today by Lieutenant General J. L. DeWitt, Commanding General of the Western Defense Command and Fourth Army.

"Two of the centers are located in Arizona, two in Washington, and one each in California and Oregon. They will supplement the nine centers already announced in California.

"Arrangements have been completed for the use of the Salinas Rodeo grounds at Salinas, California, General DeWitt said. This location will accomodate 3000 evacuees until they are relocated. Housing is already under construction. Other newly designated locations are:

"Arizona--two former CCC camps, each to accomodate 300 evacuees. One is at Cave Creek Camp, 50 miles north of Phoenix, and the other is Mayer Camp, approximately 85 miles northwest of Phoenix. Both are being made ready for immediate use.

"Washington--Long Acres Race Track, near Seattle, and Puyallup Fairgrounds near Tacoma. The extent of accomodations at these points has not been announced.

"Oregon--Pacific International Livestock Exposition grounds near Portland, to accomodate 3000.

"General DeWitt further announced that the three centers in Oregon and Washington would probably have a combined accomodation for about 10,000 evacuees.

"The announcement emphasized that the so-called assembly points are to be used for the purpose of assembling evacuees who will later be moved to reception centers such as that established at Manzanar in Owens Valley, California, when the latter are made ready to receive them.

"The assembly points previously announced, including Santa Anita Race Track near Los Angeles, which is already in use, are located elsewhere in California, in or near Marysville, Sacramento, Stockton, Turlock, Merced, Fresno, and Pinedale, Fresno County, and Tulare.

"Construction work is already underway at the newly announced points."

FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

MEMORANDUM
March 30, 1942.

NO. 7 - SUBJECT: Release of Information Concerning WCCA and WRA.

The following Administrative Memorandum has been issued by the Assistant Chief of Staff, Civil Affairs Division, Western Defense Command and Fourth Army under date of March 30.

- "1. It is the desire of both organizations to keep the Public fully informed of activities in evacuation and relocation, insofar as actions, contemplated actions and policies have been officially decided upon.
- "2. The programs of both organizations has been embarrassed by unofficial, unauthorized statements, prematurely made in conversation and without full knowledge of facts. Such unauthorized statements cause confusion in the minds of the public and further confuse the prospective evacuees. And although much time must be given to trying to correct such erroneous and harmful statements, the damage of indiscreet utterances cannot be overcome.
- "3. Both the WCCA and WRA Programs are a vital part of the Military effort.
- "4. No person connected with WCCA will make any statement for publication without the authorization of Col. Bendetsen; no person connected with WCCA will make any statement concerning WRA without clearance from Col. Bendetsen and then Mr. Eisenhower.
- "5. No person connected with WRA will make any statement for publication without the authority of Mr. Eisenhower; no person connected with WRA will make any statement concerning WCCA without clearance from Mr. Eisenhower and Col. Bendetsen.
- "6. Capt. Sinnott is press relations officer for WCCA, and Mr. Laurence M. Benedict is public relations adviser for WCCA. Mr. John Bird is press relations manager for WRA, and they alone are authorized to issue information to the press, after approval of their respective superiors. Any press release issued by either organization in which the other is mentioned, or which bears directly or indirectly on the program of the other organization, will first be jointly approved."

FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

MEMORANDUM
March 30, 1942

NO. 6 - SUBJECT: PROCLAMATION #5 - QUESTIONS & ANSWERS

The following wire has been received from the Federal Security Agency:

"General DeWitt tomorrow will issue the following Proclamation implementing Form WDC-PM 5 (Application for Exemption for Military Evacuations) wherewith you are already supplied:

"To the people within the states of Washington, Oregon, California, Montana, Idaho, Nevada, Utah and Arizona and the public generally: Whereas, by Public Proclamation No. 1, dated March 2, 1942, this Headquarters, there were designated and established Military Areas Nos. 1 and 2 and zones thereof; and, whereas, by Public Proclamation No. 2, dated March 16, 1942, this Headquarters, there were designated and established Military Areas Nos. 3, 4, 5 and 6 and zones thereof; and, whereas, the present situation within these military areas and zones requires, as a matter of military necessity, the establishment of certain regulations as set forth hereinafter:

"Now, therefore, I, J. L. DeWitt, Lieutenant General, United States Army, by virtue of the authority vested in me by the President of the United States and by the Secretary of War and my powers and prerogatives and Commanding General, Western Defense Command, do hereby declare and establish the following regulations covering the conduct to be observed by all alien Japanese, all alien Germans, all alien Italians, and all persons of Japanese ancestry, residing or being within the military areas above described

"Prior to and during the period of exclusion and evacuation of certain persons or classes of persons from prescribed military areas and zones, persons otherwise subject thereto but who come within one or more of the classes specified in A, B, C, D, E, and F following may make written application for exemption from such exclusion and evacuation. Application form WDC-PM 5 has been prepared for that purpose and copies thereof may be procured from any United States Post Office or United States Employment Service Office in the Western Defense Command by persons who deem themselves entitled to exemption. The following classes of persons are hereby authorized to be exempted from exclusion and evacuation upon the furnishing of satisfactory proof as specified in Form WDC-PM 5:

MEMORANDUM
March 30, 1942

NO. 6 - SUBJECT: PROCLAMATION #5 - QUESTIONS & ANSWERS (continued)

"A. German and Italian aliens seventy or more years of age.

"B. In the case of German and Italian aliens, the parent, wife, husband, child of (or other persons who reside in the household and whose support is wholly dependent upon) an officer, an enlisted man or commissioned nurse on active duty in the Army of the United States or any component thereof, United States Navy, United States Marine Corps, or United States Coast Guard.

"C. In the case of German and Italian aliens, the parent, wife, husband, child of (or other person who resides in the household, and whose support is wholly dependent upon) an officer, enlisted man or commissioned nurse who, on or since December 7, 1941, died in line of duty with the armed services of the United States, indicated in the preceding sub-paragraph.

"D. German and Italian aliens awaiting naturalization who had filed a petition for naturalization and who had paid the filing fee therefor in a court of competent jurisdiction on or before December 7, 1941.

"E. Patients in hospital or confined elsewhere and too ill or incapacitated to be removed therefrom without danger to life.

"F. Inmates of orphanages and the totally deaf, dumb or blind.

"The applicant for exemption will be required to furnish the kinds of proof specified in Form WDC-PM 5 in support of the application. The certificate of exemption from evacuation will also include exemption from compliance with curfew regulations, subject however to such future proclamations or orders in the premises as may from time to time be issued by this headquarters. The person to whom such exemption from evacuation and curfew has been granted shall thereafter be entitled to reside in any portion of any prohibited area, including those areas heretofore declared prohibited by the Attorney General of the United States."

"Where above quoted instructions vary from Form WDC-PM 5, these instructions prevail. New proclamation identified as "Public Proclamation No. 5". Please issue Form WDC-PM 5 only to persons clearly within classifications outlined. All others must conform strictly to previously issued proclamations awaiting some future order or permission for any modification. Interpretation of new proclamation solely military function to be performed by Army officials or their designated representatives.

MEMORANDUM
March 30, 1942

NO. 6 - SUBJECT: PROCLAMATION #5 - QUESTIONS & ANSWERS (continued)

"It was determined at conference with General DeWitt that full responsibility and authority in field exemptions, licensing and exemptions from exclusion orders and curfew regulations is imposed in Provost Marshall, Western Defense Command. This office will attempt to keep you currently advised on developments, all interpretations, all exceptions and licensing other than in individual cases. Meanwhile we will refer to Provost Marshall all inquiries received.

"Herewith follow approved answers several questions:

Question: Wholesale produce dealers, Sacramento, regularly receive deliveries from Japanese producers, live more than five miles from city. Producers usually call on two or three wholesale dealers, then return to their farms. No curfew angle involved. May these deliveries continue?

Answer: Yes.

Question: Japanese in grocery businesses who sought permission to make rounds of their debtors to collect outstanding bills been told would have to use White collectors. No curfew angle involved. May they make their own collections?

Answer: Yes.

Question: May Japanese collectors make one or two trips with White collectors to acquaint them with customers and routes?

Answer: Yes.

Question: Area around Sacramento has been dependent upon Japanese grocery and fish delivery routes in areas where no local stores located. Both Japanese and White customers affected. Such routes usually travel four or five towns, total distance twenty five to thirty miles. No curfew angle. Can these routes continue?

Answer: Yes.

Question: Some enemy aliens and citizens Japanese ancestry wish to travel more than five miles to buy food supplies. Is this permitted?

Answer: No, unless there are no stores there or within five miles, and then only if making purchases while on normal business trips from homes to places of employment.

Page 4

MEMORANDUM
March 30, 1942

NO. 6 - SUBJECT: PROCLAMATION #5 - QUESTIONS & ANSWERS (continued)

Question: May enemy aliens and citizens Japanese ancestry travel more than five miles from home if employed as traveling salesmen?

Answer: No.

Question: May enemy aliens or citizens Japanese ancestry travel more than five miles if employed as gardeners traveling throughout County?

Answer: Yes, if they travel incident to carrying on their work in their own community and among their own former and regular patrons.

Question: Can regular collectors for Japanese newspaper, published San Francisco, continue collection work without violating five miles rule?

Answer: Yes.

PEARCE DAVIES, Federal Security Agency
Liaison Wartime Civil
Control Administration"

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>BUSINESS OR PROPERTY</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-----------------------------|--|---|
| Nursery | Has lease contract. Wants to sell. | Bayside Nursery 20405 Meekland Avenue Hayward, Calif. |
| " | Has pipe and lumber on his property for sale. | Hayward Nursery Co. 20301 Meekland Avenue Hayward, Calif. |
| " | Wants manager to handle property. | Giichi Yoshioka 25059 Soto Road Hayward, Calif. |
| " | Wants to put property under Power of Attorney | Ashland Nursery 1537 165th Avenue San Leandro, Calif. |
| " | Wants manager to handle property. | Yoshimitsu Kuramoto 701 Kent Avenue San Leandro, Calif. |
| " | Doesn't want to sell but will lease. | Suito Nobuko (Pacific Heights Nursery) San Leandro, Calif. |
| " | Will sell or lease their property. | Matsui Company 1026 83rd Avenue Oakland, Calif. |
| " | Wants to lease or sell. | Hiroshi Tatsuta 460 105th Avenue Oakland, Calif. |
| " | Needs management. | Mary Cavaglia 1980 Greenwich St. San Francisco, Calif. |
| " | Operates nursery. Will sell. | Charles Nagatoishi Old County Road Belmont, Calif. |
| " | Wants to set up manage- ment under Power of Attorney | Mount Eden Nursery Co. Box 84 Mount Eden, Calif. |
| " | Will lease. | Sumiye Adachi P. O. Box 403 Redwood City, Calif. |

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>BUSINESS OR PROPERTY</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-----------------------------|---|--|
| Nursery | Sell, lease or management. | William Okamoto Rt. 2, Box 442 Mountain View, Calif. |
| " | Wants someone to manage and care for nursery. | Takeshi Shibuya Rt. 2, Box 406 Mountain View, Calif. |
| Laundry | Wants operating agent. | Ashby Laundry Shattuck Avenue Berkeley, Calif. |
| " | Wants to sell. | University Laundry 2530 Shattuck Avenue Berkeley, Calif. |
| " | Wants management | Nippon Laundry 2034 Addison Street Berkeley, Calif. |
| " | Wants laundry to lease and operate. | L. W. Block 1061 Hubert Road Oakland, Calif. |
| " | Wants to sell or trade property. | Lawrence Bourke 5973 Canning Oakland, Calif. |
| " | Wants to sell, lease or have someone manage laundry. | Asahi Laundry 1401 Scott Street San Francisco, Calif. |
| " | Wants to sell, lease or have someone manage laundry. | Mercury Laundry 527-29 Turk Street San Francisco, Calif. |
| " | Wants management for laundry. | Pine Street Laundry 2325 Pine Street San Francisco, Calif. |
| " | Wants to sell business and equipment. Has 4 year lease. | Tesuo Yamoto 1581 Post Street San Francisco, Calif. |
| " | Will lease or sell Navy Laundry. | George Yamasaki 411 York Street Vallejo, Calif. |

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>BUSINESS OR PROPERTY</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-----------------------------|---|--|
| Cleaners & Dyers | Wants to sell equipment. | Arthur Dyeing & Cleaning 3935 Piedmont Avenue Oakland, Calif. |
| " " | Wants to lease Japanese business. | I. A. Gimov 448 43rd Street Oakland, Calif. |
| " " | Wants to sell. | A. B. Cleaners 1714 Hayes Street San Francisco, Calif. |
| " " | Wants manager to run business. May be interested in sale. | Eastern Cleaners 1415 Ellis Street San Francisco, Calif. |
| " " | Wants to sell business and equipment. | Mrs. Haru Gishifu 1180 Turk Street San Francisco, Calif. |
| " " | Wants management for the business. | Frank Matsumoto 3613 Sacramento St. San Francisco, Calif. |
| " " | Wants to sell equipment. | Yaichi Michida Toyo Dyeing & Clean. Co. 848 Cole Street San Francisco, Calif. |
| " " | Wishes to sell business. | Re-New Cleaners & Dyers 2215 Irvine Street San Francisco, Calif. |
| " " | Wants to sell business. | Uptown Cleaners 5923 Geary Street San Francisco, Calif. |
| Bakery | Would like to sell his equipment. | N. Takeda 1608 Laguna Street San Francisco, Calif. |
| Barber Shop | Wants to buy barber shop. | S. Gibson 1503 Ellis Street San Francisco, Calif. |

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE,

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>BUSINESS OR PROPERTY</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-----------------------------|---|---|
| Drug Store | Has drug store and furnishings for sale. | Tellwo Ishijima 1416 Geary Street San Francisco, Calif. |
| Beauty Shop | For lease or management | Alice M. Suyehiro 2943 Pine Street San Francisco, Calif. |
| Dry Good Store | Wants manager for business. | Atow Matsuoka Co. 597 Grant Avenue San Francisco, Calif. |
| " " | Wants to sell. | Endo's Store(T. Ogawa) 315 Grant Avenue San Francisco, Calif. |
| " " | Business for lease. | Pacific Dry Goods Co. 434-440 Grant Avenue San Francisco, Calif. |
| " " | Wants to sell. | Karl Stull 15 Stockton Street San Francisco, Calif. |
| Gift Shop | Wants to sell lease. | Yujiro Kajiwara (Kimona House) 1522 San Pablo Avenue Oakland, Calif. |
| " " | Wants to manage novelty or gift shop. | Leona D'Almada 645 Stockton Street San Francisco, Calif. |
| Novelty Shop | Wants to purchase novelty business. | N. H. Glass 167 O'Farrell Street San Francisco, Calif. |
| " " | Wants to sell to best advantage. | Minamoto Trading Co. 463 Bush Street San Francisco, Calif. |
| Florists | Wants to dispose of trade fixtures. | Roy T. Kaneko 1109 Stannage Avenue Albany, Calif. |
| Mines | Wants to lease mines in New Mexico to evacuees. | Mr. A. C. Bohrnstedt 75 Eureka Street Pasadena, Calif. |

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>BUSINESS OR PROPERTY</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-----------------------------|--|--|
| Liquor Store | Wants to buy either a retail or wholesale liquor store. | John P. Summer 85-4th Street San Francisco, Calif. |
| Mercantile | Wants any mercantile business | Louis Freed 2021 Broadway Oakland, Calif. |
| Optical Stores | Wants to sell three stores. | Dorothy T. Wehara 3043 Summit Street Oakland, Calif. |
| Catering Business | Wants to sell San Francisco business and equipment. | H. K. Cye Concentration Camp Montana |
| Fertilizer | Wants manager for business. | Sun Fertilizer Co. 4065 E. Bandini Blvd. Los Angeles, Calif. |
| Lunch Room | Would like to sell business. | Louis Okamoto 601 McAllister Street San Francisco, Calif. |
| Restaurant | Wants to sell restaurant and equipment. | Ayako Ono 1354 Grant Avenue San Francisco, Calif. |
| Grocery Store | Wants to sell store, merchandise and equipment. | George Nobori 1543 Market Street Oakland, Calif. |
| Fruit Market | Wants to sell business. | Menlo Fruit Market 1189 El Camino Menlo Park, Calif. |
| Newspaper | Wants to sell. | J. Kusumine 461 Bush Street San Francisco, Calif. |
| Hotels | Operates hotels and apartments in Japanese district and would like to take others vacated. | Fireman Realty Co. 949 Fillmore Street San Francisco, Calif. |
| " | Would like to lease property at a later date. | George Morino 1806 Sutter Street San Francisco, Calif. |

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE,

LEASE, RENT AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>BUSINESS OR PROPERTY</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|--------------------------------|---|--|
| Hotel | Wants to acquire hotel properties. | Frank B. Bennett U. S. Nat'l Bank Bldg. Broadway at 2nd San Diego, Calif. |
| Business Property | Wants to buy or lease Japanese Alien properties. | G. H. Arkalian Livingston, Calif. |
| " " | Needs someone to manage properties. | Emily Koto Kimura 1855 Laguna Street San Francisco, Calif. |
| " " | Interested in leasing properties. | Y. H. Parks 491 Crescent P. O. Box 12 Oakland, Calif. |
| Business Property Residences | Wants to manage, sell or lease properties for evacuees. | Louis J. Pfau, Jr. Coldwell, Banker & Co. Los Angeles, Calif. |
| Business Properties Residences | Can rent or lease Japanese properties. | H. T. Sheppard Realty Co. 2594 Sutter Street San Francisco, Calif. |
| Business Properties | Interested in lease or purchase of business properties. | White and Pollard Bank of Commerce Bldg. Oakland, Calif. |
| Automobile | Has 1937 Plymouth for sale. | Marie Nomura 1122 College Avenue Alameda, Calif. |
| " | Wants to dispose of automobile. | Mrs. Hildegard Kuehlem 181 Martin Place San Bruno, Calif. |
| " | Would like to buy an automobile. | Tom Dennison 65 Cora Street San Francisco, Calif. |
| " | Has 1932 Buick for sale. | Tokuji Hedani 1714 Fillmore Street San Francisco, Calif. |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE,

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>FURNITURE & FIXTURES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|--------------------------------------|--|--|
| " | Wants to sell furniture | Mrs. Nobu Taira 1921 Fillmore Street San Francisco, Calif. |
| " | Will buy household equipment & appliances | M. Schwartz 1233 Divisadero Street San Francisco, Calif. |
| " | Wants to sell household goods | C. Omori 5923 Geary Street San Francisco, Calif. |
| " | Wants to dispose of furniture | Dan Moriyama 384 Austin Avenue San Francisco, Calif. |
| " | Wants to sell office equipment. | J. S. Miwa Company 210 California Street San Francisco, Calif. |
| " | Has drug store & furnishings for sale | Tellwo Ishijima 1416 Geary Street San Francisco, Calif. |
| " | Wants to dispose of furniture | Geo. Satoshi Fujinago 1873 Sutter Street San Francisco, Calif. |
| " | Wants to buy gas stove with trash burner | Tom Dennison 65 Cora Street San Francisco, Calif. |
| <u>MACHINERY & EQUIPMENT</u> | Wants to dispose of catering equipment | H. K. Oye Concentration Camp Montana |
| " | Wants to sell equipment | Yoshizawa Union Laundry Company 2510 Filbert Street Oakland, Calif. |
| " | Wants to buy small boat | Verne C. Wilson Box 98 Pacific Grove, Calif. |
| " | Wants to buy small "cat" tractor | P. A. Wheeler 500 Stockton Street San Francisco, Calif. |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

MACHINERY
& EQUIPMENT

TYPE OF INQUIRY

PERSON TO BE CONTACTED

| | | |
|---|--|--|
| " | Wants to buy chemical or food plant equipt. | B. M. Pilhasny 1033 Merchants Exchange Bldg. San Francisco, Calif. |
| " | Wants to buy tractor & implements | Delphin Pichon 570 35th Avenue San Francisco, Calif. |
| " | Wants to buy laundry equipt. | Laundry Equipment Co. 1555 Eddy Street San Francisco, Calif. |
| " | Wants to sell news- paper equipt. | J. Kusumine 461 Bush Street San Francisco, Calif. |
| " | Equipt. for disposal | Kleenway Cleaners 2840 California St. San Francisco, Calif. |
| " | Wants to sell fishing net | Ben M. Ichiyasu 1876 Bush Street San Francisco, Calif. |
| " | Wants to buy laundry & cleaning equipt. | Dan Honig 1844 Geary Street San Francisco, Calif. |
| " | Optometrists equipt. for sale | Tokuji Hedani 1714 Fillmore Street San Francisco, Calif. |
| " | Office equipt. for disposal | Eugenia Fujita, M.D. 1877 Sutter Street San Francisco, Calif. |
| " | Wants to buy hotel equipt. | Dohrmann Hotel Supply Co. 972-976 Mission St. San Francisco, Calif. |

RESIDENCES

Wants to dispose of
property

Miss Hatsume Kosakai
159 13th Street
Pacific Grove, Calif.

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE,
LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>RESIDENCES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-------------------|--|--|
| " | Wants to dispose of 5-rm house. | Mrs. Hildegard Kuehlem 181 Martin Place San Bruno, Calif. |
| " | Wants to buy small home | Mrs. T. R. Upton 525 California Street San Francisco, Calif. |
| " | Has 7-rm house & 4-rm house for lease | Tokuji Hedani 1714 Fillmore Street San Francisco, Calif. |
| " | Has house at address given to rent | George Sakai 1627 Post St. San Francisco, Calif. |
| " | Has lower floor to rent | Chiyo Nonaka 2020 Bush Street San Francisco, Calif. |
| " | Has house furnished to rent on lease or sale | Fred S. Mayer 2064 Beach Street San Francisco, Calif. |
| " | Has property to lease | Hiramasu Matsuedo 4629 Geary Blvd. San Francisco, Calif. |
| " | Has property to dispose of | Kunio Hirashima 2020 Pine Street San Francisco, Calif. |
| " | Wants to buy home in San Francisco | J. Elrod 1059 Plymouth Avenue San Francisco, Calif. |
| " | Wants to dispose of property | Fred Christophel 4349 20th Street San Francisco, Calif. |
| " | Wants to buy or rent small house (5-rm) | Joseph Chew 814 Mission Street San Francisco, Calif. |
| " | Has 8-rm house to lease | Marie Nomura 1122 College Avenue Alameda, Calif. |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>RESIDENCES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-------------------|---|---|
| " | Has 6-rm house to trade for one near Sacramento | Mr. F. H. Sullivan Box 187 Basin, Wyoming |
| " | Has 8-rm house to sell | Mrs. A. Philipsborn 1163 Laurel Street Berkeley, Calif. |
| " | Has property for sale or rent | George Nakayama 2733 Grant Street Berkeley, Calif. |
| " | Would like to rent 5 or 6-rm house for \$30 | Mrs. Don E. Battles 1641 Alcatraz Street Berkeley, Calif. |
| " | Has property to dispose of at address of owner | Miss Hisako Akagi 2319 4th Street Berkeley, Calif. |
| " | Owens home & lot in San Jose | Kelly Yamada 2611 Telegraph Avenue Oakland, Calif. |
| " | Owens home in Oakland | Shoza Frank Baba 327 6th Street Oakland, Calif. |
| " | Wants to rent house in Telegraph-Russian Hill area | Thomas W. Forget 5814 Nottingham Drive Oakland, Calif. |
| " | Has house to rent | Masato Onishi 682 30th Street Oakland, Calif. |
| " | Wants to rent 4 or 5-rm house, Emeryville or Berkeley | Mrs. Frank Krozek 622 Carlston Avenue Oakland, Calif. |
| " | Wants to dispose of property at address given | Mrs. H. Koeppen 3409 Hollis Street Oakland, Calif. |

March 27, 1942.

LIST OF BUSINESSES AND PROPERTIES FOR SALE,

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>RESIDENCES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|-----------------------------|--|--|
| " | Wants to lease or sell dwelling with laundry | Asahi Laundry 1401 Scott Street San Francisco, Calif. |
| " | Has house and lot for sale or lease | Mrs. Hidenori Arima 1606 Geary Street San Francisco, Calif. |
| " | Has dwelling at 1532 Post St. for rent | Nakao, Takeshi Box 1, Box 907 San Jose, Calif. |
| <u>FLATS AND APARTMENTS</u> | Has property to dispose of | William Yamazaki 2500 Durant Avenue Berkeley, Calif. |
| " | Wants to lease flats or apartments | Y. H. Park 491 Crescent P. O. Box 12 Oakland, Calif. |
| " | Has apartment house to dispose of | Webster Apartments 1416 Webster Street San Francisco, Calif. |
| " | Has four flats to dispose of | Shizue Tamura 2055 Bush Street San Francisco, Calif. |
| " | Has rooming house to lease | Tamaki Minoru 1622 Buchanan Street San Francisco, Calif. |
| " | Interested in managing property | Catherine Gundran 1548 Webster Street San Francisco, Calif. |
| " | Interested in operating apartments | Fireman Realty Co. 949 Filmore Street San Francisco, Calif. |
| " | Has two flats and bungalow to dispose of | Charles Iwanaga 121 Carolina Street Vallejo, California |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>MERCHANDISE</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|--------------------|--|---|
| " | Wants position as trustee of business house, meat or grocery | Mr. Otha Farley 135 Agard Street Auburn, Calif. |
| " | Wants to buy canned goods | Mr. Henry Wolff Frazer & Company, Inc. 301 Clay Street San Francisco, Calif. |
| " | Has Japanese Food Stuffs to dispose of | Mutual Supply Company 444 Sansome Street San Francisco, Calif. |
| " | Has 500 cases of saki for sale | Francis S. Sakanaki Co. 72 Sacramento Street San Francisco, Calif. |
| " | Wants to sell mdse., & fixtures & goods. | N. Axelrod 433 21st Street San Francisco, Calif. |
| " | Wants to buy Chinese goods. | The American Import Co. 62-First Street San Francisco, Calif. |
| " | Interested in managing evacuee businesses | Albert Baer Mercantile Co. 593 Mission Street San Francisco, Calif. |

FARMS, ORCHARDS
AND RANCHES

| | | |
|----------------------|--|--|
| Farm or ranch | Purchase, lease or take over on share basis Japanese farm or ranch | Charles W. Morris 926 Kane Street Albany, Calif. |
| Sheep farm | Rent or manage sheep ranch, with or without stock. | Jake Erberfeld, Nevada Hotel Antioch, Calif. |
| Small farm | Lease or buy small farm | G. K. Kehn 1452 Scenic Avenue Berkeley, Calif. |
| Farm or grazing land | Lease or lease with option to purchase, farm or grazing land | R. C. Carmichael Big Bend, Calif. |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE,

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>FARMS, ORCHARDS AND RANCHES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|--|--|---|
| Farm | Would like to obtain evacuee farm properties for operation or purchase | R. H. Huggins 10 Hillside Circle Burlingame, Calif. |
| Fruit Orchard or Vineyard | Interested in rental of vineyard or fruit orchard | Y. G. Mouradian Haig Zakarian Rt. 1; Box 625 Ceres, California |
| Farm (truck garden) | Interested in renting home with truck garden | John E. Lindsay Diamond Springs, Calif. |
| Ranch (garden lands) | Would like to lease or operate garden lands near Fresno | Edward R. Jucksch 3239 McKenzie Avenue Fresno, Calif. |
| Farm (asparagus) | Wants to lease all alien asparagus land around Sacramento Delta District | L. G. Wing National Packing Co. Isleton, Calif. |
| Ranch (chicken) | Desires to buy or lease Japanese owned chicken ranch in vicinity of Long Beach | J. E. Jones 6537 Gaviota Avenue Long Beach, Calif. |
| Orchard (berry) | Wants someone to rent his small berry ranch for the duration | Roy Oksumuro Rt. 1, Box 319 Mountain View, Calif. |
| Farm | Owms 40 acres of farm land Can he lease it? | Henry Kiyomura Rt. 2, Box 455 Mountain View, Calif. |
| Farms (lease) | Interested in leasing farm properties | Y. H. Parks 491 Crescent St. P. O. Box 12 Oakland, Calif. |
| Farm (vegetable) | Wants someone to manage property | K. Yeshifuji P. O. Box 185 Pescadero, Calif. |
| Ranch (chicken) | Wants to sell or get someone to manage chicken ranch | Dorothy K. Nakamura Rt. 4, Box 94 Petaluma, Calif. |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>FARMS, ORCHARDS AND RANCHES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|--|---|---|
| Ranch (chicken) | Wants someone to buy or take over her chicken ranch | Anna Matsuda Rt. 4, Box 280 Petaluma, Calif. |
| Farm Properties | Wants to manage or act as sales agent for farm properties | Clifford Kallam P. O. Box 123 Rio Vista, Calif. |
| Orchard (berry) or Farm (vegetable) | Wants to buy orchard, berry or vegetable farm near Sunnyvale, Alviso or Santa Clara | W. F. Hayes 1919 Carmelita Drive San Carlos, Calif. |
| Ranch | Interested in operating ranch property near Fresno | S. P. Bennett 2402 Lincoln Ave. San Diego, Calif. |
| Farm (artichoke) | Has clients interested in operating artichoke land near Salinas | Edgar Zook San Francisco |
| Farm (lease) | Wants to lease property located out of Berkeley from evacuee | Mr. Wiseman 1182 Market St. San Francisco |
| Farm | Interested in leasing farm on salary or share basis | Edward Hajek 1819 Eddy Street San Francisco |
| Ranch (dairy, chicken, berry, fruit) | Wants to buy 30 or 40 acre ranch away from immediate Coast; willing to pay fair price for it. | Madefrey Odhner 2308 Buchanan St. San Francisco |
| Farm (truck) | Would like to lease or buy four or five acres in Marin County or outside Berkeley for truck farming. Prefers property with building on it | Miss Laura Mercado 606 22nd Avenue San Francisco |
| Farmlands (management) | Represents Chinese-American group wanting to take over certain Japanese farm lands | J. L. Hyman 300 Montgomery St. San Francisco |

March 27, 1942

LIST OF BUSINESSES AND PROPERTIES FOR SALE.

LEASE, RENT, AND MANAGEMENT AND OPPORTUNITIES WANTED

| <u>FARMS, ORCHARDS AND RANCHES</u> | <u>TYPE OF INQUIRY</u> | <u>PERSON TO BE CONTACTED</u> |
|--|--|---|
| Farmlands (crops) | Wants to take over and care for crops on lands to be evacuated and pay a reason- able price - farm lands near Stockton | Raymond J. Durney 1 Drumm Street San Francisco |
| Farm (chicken) | Interested in disposal of poultry | Wilsey, Bennett Co. 331-341 Front St. San Francisco, Calif. |
| Ranch (chicken) | Wants to buy Japanese five acre chicken ranch | Mrs. William Schulz 38 Blake Street San Francisco, Calif. |
| Farm (bulb and berry) | Interested in buying bulb and berry properties | R. O. Lincoln Santa Cruz, Calif. |
| Farm (truck garden) | Prefer to lease property than sell. Consists of 20 acres of land and an 8-rm house. Fully paid for. | Yasuto Kato Brothers P. O. Box 87 Warm Springs, Calif. |
| Farm (southern Idaho) | Wants to sell farm in southeastern Idaho to Japanese evacuees. Also to dispose of farm property, machinery and livestock | Lloyd C. Campbell Route 1 Thornton, Idaho |
| Farm Properties | Wishes to purchase farm properties, also referred to Farm Security Administra- tion | George W. Jenks Route 1 Holt, Michigan |
| " | Interested in acquiring farm property | J. L. Lamberson Gold Hill, Nevada |
| Orchard (fruit or small garden) | Would like to purchase small garden or fruit orchard. | I. G. Dawson Chemult, Oregon |

FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

MEMORANDUM
March 30, 1942

NO. 5 - SUBJECT: DISPOSITION OF HOUSEHOLD EFFECTS, STORAGE, ETC.

The following press release was issued by the Wartime Civil Control Administration under date of March 29th:

"Reports that Japanese and Japanese Americans subject to the 'freezing order', effective at midnight Sunday (March 29) providing for all movements or evacuation under rigid Army control, were rushing to dispose of their fishing gear, household effects, refrigerators, and other personal property, today brought two statements from the Wartime Civil Control Administration:

1. Stern warning from Tom C. Clark, chief of the WCCA civilian staff, and special assistant to the Attorney General, that any person taking advantage of the perplexed state of mind of the evacuees to defraud them of property will be prosecuted by the Department of Justice.
2. Statement from the WCCA that arrangements have been made for the storing of property of the evacuees prior to issuance of exclusion orders. Warehouse space is being acquired, and all non-perishable goods properly crated will be stored. Information regarding storage and storage regulations can be obtained by Japanese at any of the 64 WCCA service offices established along the Pacific Coast. These offices are staffed with experts prepared to facilitate the closing of all personal and property affairs of Japanese in an equitable manner prior to their exclusion.

"The 'freezing order' was issued as Proclamation No.4 (March 27) by Lieutenant General J. L. DeWitt, Commanding General of the Western Defense Command and Fourth Army.

"The order prohibits all alien Japanese and persons of Japanese ancestry from leaving Military Area No.1, representing the western portions of California, Oregon, Washington, and the southern part of Arizona, until they are evacuated under Army supervision.

"Discussing the situation, General DeWitt stated that the Wartime Civil Control Administration will provide for the storage of evacuees' household furniture and non-perishable stocks of goods.

"'Storage space will be available for the storage of household furniture and properly crated stocks of non-perishable goods prior to the time when any Japanese exclusion orders will be issued', General DeWitt said. 'Provision will be made for instructing each person desiring to avail himself of storage space as to how to proceed. Information regarding storage space and regulations can be

obtained by any Japanese at any of the 64 WCCA service offices established along the Pacific Coast, in or near each Japanese colony.'

"Commenting on reports of Japanese panic and forced sales, General DeWitt said: 'No Japanese need sacrifice any personal property of value. If he cannot dispose of it at a fair price, he will have opportunity to store it prior to the time he is forced to evacuate by Exclusion Order. Persons who attempt to take advantage of Japanese evacuees by trying to obtain property at sacrifice prices are un-American, unfair, and are deserving only of the severest censure.'

"'Evacuation of Japanese from Military Area No. 1 is a military necessity, but I insist that it shall be accomplished with the maximum duty of fairness, consistent with rapid and orderly accomplishment of the objective. I counsel and advise all Japanese to await official orders, to be calm, law-abiding, and to prepare themselves for the coming evacuation by taking advantage of the property protection services offered them.

"'Japanese who know of these services owe a duty to advise other Japanese to take early action to prepare for evacuation, and to tell them that for such personal property of value as cannot be sold at a fair price, storage will be available!'"

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 28, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 9.

SUBJECT: TRANSFER OF EVACUEE REAL PROPERTY, OR INTEREST THEREIN.

The following memorandum, dated March 25, 1942, was received from the Western Defense Command and Fourth Army, signed by Karl R. Bendetsen, Colonel G. S. C., Assistant Chief of Staff, Civil Affairs Division:

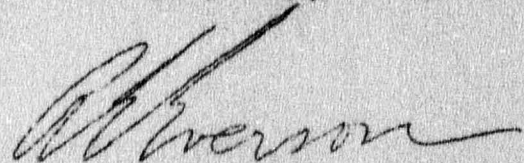
"MEMORANDUM for Mr. William M. Hale, Federal Reserve Bank, San Francisco

Subject: Reports to the FBI on substitute farmers

The Commanding General has directed me to request that you instruct your property protection field representatives engaged in the evacuation program to do the following:

a. Where substitute occupants of property formerly occupied, farmed, owned, rented or operated by Japanese have been procured by your representatives, or have been procured as a result of negotiation initiated by your representative, to furnish a list of such persons to the nearest FBI office for checking and to furnish a duplicate list through WCCA channels to this Division for delivery to the Military Intelligence Division."

In accordance with the above, Field Representatives are requested to forward a weekly report as of the close of business Friday, in triplicate, to the office of the Federal Reserve Bank of San Francisco, with which they are affiliated. This report should include the name of the evacuee, the name of the new owner or operator and a sufficient description of the property, so that it might be readily identified.



Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 28, 1942

Field Representatives
Evacuee Property Department

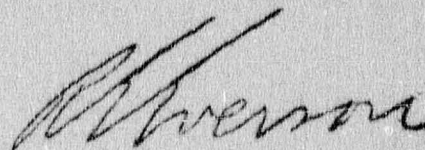
Instruction Letter No. 8

SUBJECT: EVACUEE PROPERTY PROGRAM - EXERCISE OF FREEZING
CONTROL IN CASES BEING LITIGATED - SPECIAL RE-
GULATION NO. 1.

The only cases in which the power of freezing control covered by Special Regulation No. 1 will be exercised are those in which it clearly appears either that the evacuation program will be delayed unless the power is exercised or the evacuee is being taken advantage of by reason of the fact that he is or may shortly be under orders to leave the community.

In those cases where the parties have resorted to civil litigation in order to settle conflicting claims regarding property interests; the exercise of freezing control will seldom, if ever, be justified. The use of these powers would be, in effect, to prejudge the rights of the parties litigant. Therefore, when the parties have resorted to litigation, we should leave them where we find them, especially so since in every case the evacuee, whether party plaintiff or defendant, would be in a position to continue the action even after evacuation, his testimony, if necessary, being taken by deposition.

Generally speaking, the only cases in which the freezing control, in relation to a situation which might be settled by litigation, would be justified are those in which the rights of the evacuee are clear and, by reason of indigence or the necessity for immediate departure from the community, the evacuee is not able to have his rights determined in our courts of law.



Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 25, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 7.

SUBJECT: CONTRABAND ITEMS.

On January 3, 1942, the Office of the United States Attorney, sent to all state and local Police authorities, a notice calling their attention to the fact that the President had, by his proclamations of December 7 and 8, 1941, directed in the interests of national safety that alien enemies should not possess or use various items, such as firearms, weapons, ammunition, short-wave radio sets, signal devices, etc. The notice stated further it was necessary to require alien enemies to deposit such prohibited articles with law enforcement agencies and asked for the help and cooperation of the local police authorities throughout the country.

Public Proclamation No. 3, dated March 24, 1942, issued by J. L. DeWitt, Lieutenant General, U.S. Army, carries a provision that after March 31, 1942, no persons of Japanese ancestry shall have in his possession similar items.

We have determined locally that in many instances after the first order was given, Japanese aliens delivered such contraband to American citizens of Japanese ancestry, and the question therefore arises as to the amount of such contraband which has not as yet been deposited with state and local Police authorities.

In order that we might better be able to visualize this condition, we ask that each of our Field Representatives contact such law enforcement agencies in their particular territory, ascertaining in a general way the amount of such contraband now in their hands, and report their findings to the Office of the Federal Reserve Bank with which they are affiliated. Any information developed in instances where the amount on deposit would seem to indicate that there was still a considerable quantity remaining in the hands of U.S. citizens of Japanese ancestry, will be of great assistance.

R. W. Peterson
Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 23, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 6.

SUBJECT: PURCHASE OF PROPERTY OF AN EVACUEE
BY EMPLOYEES OF THIS BANK

The following is quoted from a letter sent to all branches on March 11, 1942:

"We cannot emphasize too strongly the necessity of instructions to employees of this bank prohibiting the purchase by them or members of their families of any property of an evacuee, the sale of which relates in any way to contacts with this bank. This, of course, does not mean that the employee or his family may not make purchases of an evacuee's goods offered for sale to the general public in the normal course of business."

The policy outlined above must be strictly observed.

C. E. Carhart

C a s h i e r.



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 21, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 5.

Subject: Expenses

Reimbursement will be made to Field Representatives for traveling expenses (incident to official business), postage, telephone charges, and similar petty expense items. However, stationery and other office supplies should not be purchased locally as such supplies will be forwarded, upon request, by the office of this bank with which you are affiliated.

Requests for reimbursement should be submitted to the office with which you are affiliated as soon as possible after the last day of each month, or may be submitted more frequently if the amount of expense makes it desirable. The expense items for the preceding calendar month (or since last submitted) should be scheduled on Form E 27 in duplicate, indicating expense account "5046" as the unit of charge. Four copies of Form E 27 are attached, together with pages 10 and 11 of the bank's Earnings and Expenses Manual, which outline in detail the basis of reimbursement for traveling expenses and the manner in which Form E 27 should be prepared.

Expense of transportation from place of abode to office is not reimbursable.

Clarkhart

Cashier.

Enclosures



in favor of.

for reimbursement of traveling expenses incurred in discharge of official duties from

to _____, under authorization from _____

as per itemized schedule given below, for which payment is hereby approved.

(Official Signature)

(Date Approved)

(Title)

(ATTACH RECEIPTED BILLS FOR HOTEL ACCOMMODATIONS AND CASH FARES PAID TO OTHER THAN ESTABLISHED RAILROAD, STEAMSHIP, AND STAGE LINES)

TOTAL

VOUCHER NO.

(Date)

(PAYER)

Date: January 1, 1938.

Section: A

Note: The symbol "#" denotes Head Office Only

GENERAL

The symbol "+" denotes Branches Only

AC 21 (10-25) 510-L-U

TRAVELING EXPENSES13 Advances Account Traveling Expenses

All advances to officers and employees, and transportation purchased on account of traveling expenses, should be charged to "Deferred Charges -" and not to "Current Expense".

14 Reimbursable Expenses

Following classes of expenditures are considered reimbursable, when incurred on bank business:

Transportation to and from destination.

Pullman fare - lower or upper berth,

Meals enroute and while away from office at which domiciled,

Hotel, including -

Laundry service:

Trips of 6 continuous days or less

from office at which domiciled - None

Seven continuous days and over - As necessary

Valet service (suit sponging and pressing only):

Trips consuming one day and one

night, traveling by automobile - One suit pressing

Trips consuming two days or two

nights consecutive traveling

from office at which domiciled - One suit pressing

All other trips

- One suit pressing
per week

Incidental expenses such as -

Baggage,

Tips (include tips to
waiters with meals),

Taxicab hire,

Car fare,

Telegrams,

Telephone calls,

Cost of travelers'

checks,

Postage.

Date: August 6, 1941

Section: A

Note: The symbol "*" denotes Head Office Only

GENERAL

The symbol "+" denotes Branches Only

AC 21 (10-25) 510-1-U

TRAVELING EXPENSES15 Requesting Reimbursement of Traveling Expenses

A claim for reimbursement for traveling expenses incurred by an officer or employee should be submitted on Form E 27 which should be prepared in the form outlined below:

Purpose of Trip: To attend State Bankers' Association Convention.

Charge expense function or unit number

| | | |
|-----------|--|--------|
| October 4 | Left San Francisco at 5.P. M. | |
| " 4 | R.R. and Pullman fare from San Francisco to Ideal, and return, via S. P. R. R. | |
| | (Paid by bank voucher to company) | ... \$ |
| " 5-7 | Hotel (3days), receipts attached | |
| " 4-8 | Meals (4 days) | |
| " 4-8 | Incidentals (tips to porters, cabs, etc.) | |

Total expenses of trip for which reimbursement is approved \$

Returned to San Francisco at 5.P.M. 10-8-41

REFUNDS DUE BANK:

| | |
|----------------------------|----|
| Cash advance - | |
| Voucher No. _____ | \$ |
| Transportation furnished - | |
| Voucher No. _____ | \$ |

Total refund due bank \$

Charges for hotel bills, valet, and laundry service, and for cash fares on other than established railroad, steamship, air and stage lines, must be supported by receipted bills; also, receipted bills should support garage charges and cost of gasoline and oil, etc., not purchased on credit cards which are furnished the Bank.

Should it be necessary to use privately owned automobile on bank business reimbursement should be made as provided in the Manual of Miscellaneous Instructions.

16 Refund of Advances

Concurrently with the issue of the voucher in payment of the account, the refund due for cash and transportation advanced should be collected and credited to "Deferred Charges -".

Federal Reserve Bank of San Francisco

CH

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 21, 1942.

Field Representatives
Evacuee Property Department

Instruction letter No. 4.

SUBJECT: SPECIAL BLOCKED PROPERTY

Reference is made to Instruction letter No. 2, dated March 19, 1942, and to Evacuee Property Department Circular No. 1, consisting of Special Regulation No. 1 and Press Release respecting that Regulation.

Specific forms have been designed for the use of the various offices of this bank and our Field Representatives, to carry out the program of designating and freeing "Special Blocked Property", and a supply is being forwarded for your information and use as follows:

Form EP 4. Petition for Blocking under Special Regulations No. 1.

In reviewing this form you will observe that it is to be filed with the Federal Reserve Bank of San Francisco, by the evacuee, in instances where unsuccessful attempts to reach equitable settlements with his creditors have been made. The form should not be given out until such time as the Field Representative has exhausted every effort to bring together the evacuee and his creditor on a reasonable basis. If, after such effort has been made, you feel that the Federal Reserve Bank should take action in freezing the property concerned, the form should be executed and delivered to you, in triplicate, by the evacuee. Two copies of the form should immediately be forwarded to the Office of the Federal Reserve Bank, by which you were assigned to your duties, together with a detailed report of the transaction involved.

Form EP 1. Posting Notice No.....Special Blocked Property.

This form has been designed to carry out the provisions of Paragraph (3), (b), (i), of Special Regulation No. 1, and the original will be posted on or reasonably near property designated as Special Blocked Property.

Normally, these forms will be prepared by the Office of the Federal Reserve Bank in your zone, after complete analysis of the report which accompanied Form EP 4.



Field Representatives
Evacuee Property Department

Instruction Letter No. 4.

Page 2

SUBJECT: SPECIAL BLOCKED PROPERTY

March 21, 1942

Form EP 2. Letter to Creditor Concerned.

This letter will be prepared by the Office of the Federal Reserve Bank in your zone and is for the purpose of notifying persons holding property, or having possession or custody thereof, or having an interest therein, that the particular property is Special Blocked Property, in accordance with Paragraph (3), (b), (ii), (iii) of Special Regulation No. 1 and also may be used in conjunction with Form EPI.

Form EP 3. Memorandum of Agreement and Settlement.

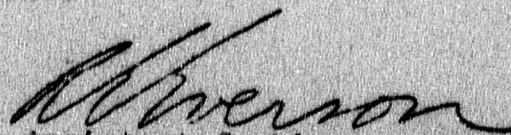
This form is to be executed in triplicate by the debtor and creditor, after a satisfactory settlement has been agreed upon by such persons.

You will observe that the form provides for witnesses, but does not necessarily have to be notarized.

At the time this form is submitted in duplicate to the Office of the Federal Reserve Bank in your zone, it should be accompanied by Form TFE-1 (Revised), in triplicate, which is the application form mentioned in Paragraph (2) of Circular No. 1, and which will be the basis for issuing a license, as indicated in Paragraph (1) of Circular No. 1. The application should, in each instance, indicate that the purpose for which the license is desired, is "to consummate a transaction covering Special Blocked Property", and the information required in Paragraph (2), (a), (b), (c), (d). A copy of Form TFE-1 is enclosed for your information and a supply will be forwarded to you later.

You will observe, from the above instructions, that no latitude in so far as posting or advising that certain property is Special Blocked Property, has been given to the Field Representatives; however, in cases of emergency, or when time is the essence, the report mentioned above may be submitted, in the first instance, by telephone, to the office with which you are affiliated, who may give you instructions as to the issuance of Forms Nos. EP 1 and EP 2, bearing in mind, at all times, that this authority will be given to a Field Representative only in unusual and urgent cases.

As the power of designating property, as Special Blocked Property, is so great, it is requested that if this procedure is at all doubtful in your mind, you immediately contact the office of the Federal Reserve Bank in your zone.


Assistant Cashier

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 20, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 3.

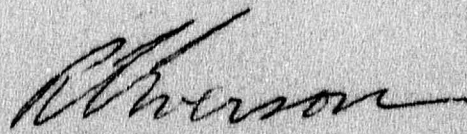
Subject: Confidential Nature of Communications
to Field Representatives

Please bear in mind that the instructions, memoranda and other material going to you from time to time from this office are of a confidential nature intended for your own information and guidance and not to be distributed to others.

Subject: Santa Rosa Field Office

The list of locations of field offices dated March 18, 1942, should be changed as follows:

Under NORTHERN CALIFORNIA, second item in right column, change San Jose to Santa Rosa at address indicated.


Assistant Cashier.



FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

MEMORANDUM
March 19, 1942.

NO. 3 - SUBJECT: TYPICAL INTERVIEWS WITH EVACUEES AND ACTION THEREON.

A. Name: Japanese American Citizens League, 2031 Bush Street, San Francisco.

Problem: As to league members pooling their furniture and personal property and storing in warehouse, and have it insured.

About 600 members

Action taken: Advised them to try to negotiate direct with warehouse owners, realtors representing such available properties, suggesting they return to us if any difficulties encountered in order that we could intercede on their behalf.

B. Name: J. Schwartz, 1233 Divisadero Street, San Francisco, American citizen.

Interested in the purchase of household equipment and appliances.

Action taken: Carefully noted this interest on our files so that he can contact sellers of equipment from lists we are now compiling.

C. Poultry Producers of Santa Rosa, Santa Rosa, California.

Subject: Japanese members of above Association own approximately 300,000 hens in district served by Association.

Problem: American citizens.

Can negotiations be conducted with these Japanese? What is our suggestion as immediate liquidation would mean killing of laying hens, thus flooding market and curtailing egg production seriously.

Action taken: Advised that they could deal directly, taking powers-of-attorney and act on their behalf. Discussed several methods of pooling operations, interviewing a group of 14. Left with definite program in mind and with assurance that further conferences would be welcome as soon as they could get "feel" of Japanese concerned.

D. Name: Yachachi Nagagusi, Fort Santa Fe, New Mexico,
(in custody).

Subject: Purchased GMC truck in 1941 from Emperson Motor Company, Woodland, California, who discounted the paper with GMAC in Sacramento. All payments were made with exception of last instalment of \$153. GMAC refused final payment by acting relative although payment not due until April, 1942. On March 11 truck seized after evacuee taken into custody. This action based on undesirable risk clause in sales contract and on further ground debtor was blocked national.

Problem: How to get possession of truck and have GMAC accept final payment.

Action taken: Contacted GMAC local office after discussion and some pressure exerted on them, secured license from Foreign Fund Control Board authorizing payment by debtor's daughter and title transfer of truck to daughter. Took daughter with above license to local GMAC office with understanding that if any further difficulty developed she would contact us promptly. She has not done so and assume case satisfactorily closed.

E. Name: Tsukahira, Frank, 2801 Telegraph Avenue, Oakland, California. American citizen.

Subject: Owns liquor store at above address. Stock worth \$2,500; fixtures, \$2,500; accounts payable, \$1,500; pays \$90 per month rent; no lease.

Problem: Was advised could not transfer liquor license.

Action taken: Referred to State Board of Equalization who have jurisdiction over such licenses in this state, but offered to explore problem with Board direct if necessary.

F. Name: Ralph Harrison, Sheriff's Office, Martinez, Contra Costa County, California. American citizen.

Subject: Mr. Harrison represents about 30 Japanese families in the County. Japanese are quite concerned about their tomato plants in hotbeds; these should be planted. Have men who will continue their operations if evacuated but want advice to arrange new leases and fixing prices on investment.

Action taken: Was referred to County Field Agent, Wartime Adjustment Program, 601 Kevin Street, Richmond, California, as Farm Security Administration is prepared to extend assistance in such cases as this.

G. Name: Hagiwara family.

Address: Japanese Tea Gardens, Golden Gate Park, San Francisco.
Four members family Japanese nationals; four
members family American born.

Subject: Family consists of four generations who have occupied
this park concession for forty-eight years. All
live in Park, including one Japanese employee,
except one boy attending school in Oakland, who will
return shortly. Family has substantial personal
property located in Golden Gate Park, consisting of
valuable trees and plants, works of Japanese art;
personal effects and question of ownership of
certain buildings built by present family head or
predecessors.

Problem: Question of ownership of certain growing plants,
some in ground, some in pots. Art collection in
normal times would be of considerable value. Two
of family quite old, 73 - 64 years, respectively,
need considerable care. In case this group is
evacuated, what can be done to insure safe custody
of assets and clarification of title? Family desires
to fully cooperate with all authorities, including
Park Commission, city and United States Government.

Action taken: Contacted attorney for Japanese family. Suggest
ed joint meeting with member Park Commission, himself
and representative Evacuee Property Department to
endeavor to reach mutual agreement as to title of
properties, safe custody of assets, and continuance,
if advisable, of art treasures, flowers, etc., which
have been greatly enjoyed in the past by San Francisco
citizens. Any program thus approved by this group
would then be presented to Park Commission as a whole
and the Board of Supervisors of the City and County
of San Francisco for their approval, if necessary.

H. Name: Hernans. Cleening, 248 Clement Street, San Francisco,
German. Has lease on cleaning store at above address.

Problem: If evacuated, will that cancel lease?

Action taken: Advised that evacuation does not excuse per-
formance ordinarily, and that he should discuss
this situation with lessor. We would assist him
in effecting compromise or working out satisfactory
arrangement with him.

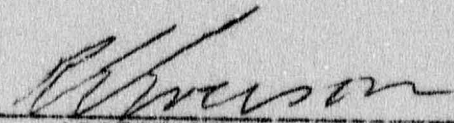
I. Name: Suito Nobuko and Hironaka Aiko (sisters).
Pacific Heights Nursery, 1700-150th Avenue,
San Leandro, American citizens.

Subject: Owns completely equipped nursery, heating plant,
6 acres, two dwellings, good condition. Land
bought in 1922 for \$12,000. Sisters claim present
value of all property \$70,000. Bank loan thereon
\$3,800. Monthly payment retirement. They do not
want to sell property; prefer to lease.

Action taken: Suggested brother and sisters confer with
bank holding mortgage as to leasing of their
property in event of evacuation, and contact with
possible buyers, including other nurserymen.
Offered to help contact them and discuss with bank.
We would submit list of possible buyers as our files
grow in persons interested in this class of property.

No. 4 - SUBJECT: STATUS OF JAPANESE ALIEN'S WIFE (AND HER CHILDREN)
WHO IS WHITE AMERICAN CITIZEN.

Army advises that white American citizen wife of
Japanese alien would not be subject to evacuation
order, although any children would.


ASSISTANT CASHIER

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 19, 1942.

Field Representatives

Evacuee Property Department

Instruction letter No. 2.

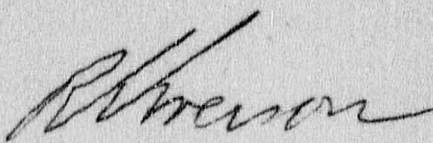
Reference is made to the EVACUEE PROPERTY DEPARTMENT CIRCULAR NO. 1 consisting of Special Regulation No. 1 and press release respecting that regulation.

In the interest of clarity and to be certain that the effect of the regulation is understood, your attention is called to the fact that the regulation vests authority in this bank over the property which may be designated as Special Blocked Property, but that property falls in this classification only when the steps indicated in the regulation are taken.

In other words, by the mere publication of the regulation, all property of "Evacuee Nationals" does not become Special Blocked Property, but it is possible for this bank to protect the interests of evacuees by conforming to the steps contemplated by the regulation in cases where warranted.

Please study this circular most carefully and bear in mind that caution must be used in the exercise of the powers which this bank holds in that connection.

Additional forms relating to this subject and the enforcement of the regulation will be forthcoming in due course. No steps should be taken by Field Representatives in exercising powers covered by this regulation without first referring the matter to this office.


Assistant Cashier



FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

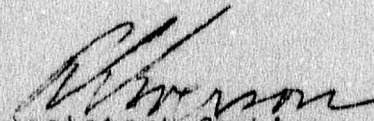
March 18, 1942

Field Representatives
Evacuee Property Department

Instruction letter No. 1.

We are forwarding, under separate cover, a small supply of "Power of Attorney" forms, Numbers Mis. 235 and 236. You will observe that one form has been prepared for the use of an evacuee who is an individual or represents a partnership, and the other form for the use of a corporation. Both forms have been prepared merely for convenience of the evacuee and are therefore, suggested forms to be used at his option. These forms may be distributed to anyone requesting them.

For your information, we also have prepared, but are not distributing, similar forms wherein the evacuee appoints the Federal Reserve Bank of San Francisco as his attorney-in-fact, but which will be used only in extreme cases. Therefore, no power of attorney should be accepted by you in behalf of the Federal Reserve Bank of San Francisco as Fiscal Agent of the United States except under specific instructions from this office, which will be forthcoming only after a complete resume of the case submitted by you has been made.


Assistant Cashier

NOTE: This is the first of a series of numbered "Instruction letters". You should maintain a file of these letters and communicate with us should you fail to receive any letter, which would be indicated by a missing number.



FEDERAL RESERVE BANK OF SAN FRANCISCO
Fiscal Agent of the United States
Evacuee Property Department

MEMORANDUM

March 18, 1942.

No. 1 - SUBJECT: JAPANESE BEING MOVED BY THE ARMY TO THE CAMPS
(Involuntary Evacuation)

At present the plans are that they will be allowed to take only bedding and personal effects; i.e., no furniture, dishes, or household goods. This plan is subject to change.

Moving plans at present. Evacuees will first be handled by the U. S. Employment Service; through them to U. S. Public Health Department to groups with captains of their own people, then to Army trucks to induction centers. The plan is that if personal cars are to be taken, they will be numbered and go in the army truck train.

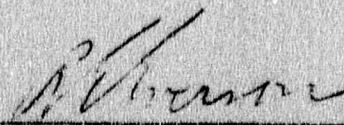
(This information came from L. S. Diehl of W.P.A.)

No. 2 - SUBJECT: HALF-BREEDS

On foregoing no general ruling applies.

W.C.C.A. is having application blanks printed now. These blanks, when completed, will be handed to the various offices. People making application to remain in restricted territories must fill out these applications which, in turn, will be submitted to the local draft boards or draft appeal boards. The draft board will act as a filter on these applications. If the application is recommended by the draft board, it will be passed to the military command who will then give final approval or rejection. There will be no exceptions on Japanese except where health is involved and it would be dangerous to move people for that reason (paralysis, blindness, etc.)

Aliens may not remain in the restricted or prohibited areas while the application is being decided upon. If evacuated and later passed as an exception, the evacuee will be allowed to return.


Assistant Cashier

FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

March 18, 1942

LOCAL OFFICES OF THE UNITED STATES EMPLOYMENT SERVICE STAFFED
OR TO BE STAFFED WITH FIELD REPRESENTATIVES, EVACUEE PROPERTY
DEPARTMENT IN

NORTHERN CALIFORNIA

| <u>Office</u> | <u>Address</u> | <u>Office</u> | <u>Address</u> |
|---------------|-----------------------|------------------------|------------------------|
| 2 Monterey | 266 Pearl St. | 1 San Mateo | 15 B St. |
| 1 Salinas | 7 Natividad St. | 1 San Mateo | 501 Third St. |
| 1 San Jose | 393 S. 2nd St. | 1 Fresno | 2146 Inyo St. |
| 2 Santa Cruz | 23 Front St. | 2 Lodi | 125 N. Stockton St. |
| 1 Watsonville | 21 W. Lake Ave. | 1 Merced | 622 19th St. |
| 1 Alameda | 1536 Park St. | 1 Stockton | 201 N. San Joaquin St. |
| 1 Berkeley | 2459-63 Shattuck Ave. | 1 Visalia | 500 W. Garden St. |
| 1 Hayward | 963-67 C St. | 1 Bakersfield | 1300 - 18th St. |
| 1 Oakland | 12th & Oak Sts. | 1 Chico | 345 W. Fifth St. |
| 1 Pittsburg | 400 Black Diamond St. | 1 Marysville | 321 C St. |
| 1 Richmond | 601 Devin St. | 1 Sacramento | 1330 J St. |

- 1 - Primary location to be staffed immediately
2 - Secondary location to be serviced out of other offices as follows:

Monterey out of Salinas
Santa Cruz out of Watsonville
Lodi out of Stockton

SOUTHERN CALIFORNIA

| | | | |
|------------------|--------------------|-----------------|-----------------------|
| 1 El Centro | 540 State St. | 1 Santa Monica | 1558 Fifth St. |
| 2 Indio | 720 State Highway | 1 Torrance | 2300 Carson St. |
| 2 Ontario | 219 N. Sultana Ave | 1 Alhambra | 27 E. Valley Blvd. |
| 1 Redlands | 14 E. Vine St. | 1 Burbank | 131 E. Magnolia Blvd. |
| 1 Riverside | 3469 Main St. | 2 Covina | 100 N. Citrus Ave. |
| 1 San Bernardino | 352 Court St. | 1 Pasadena | 745 E. Green St. |
| 1 San Diego | 1165 Front St. | 1 Pomona | 145 W. Fifth Ave. |
| 1 Santa Ana | 501 W. Fifth St. | 1 San Fernando | 132 N. Macley St. |
| 1 Inglewood | 319 W. Hillcrest | 1 Whittier | 214 W. Philadelphia |
| 1 Long Beach | 416 Pine Ave. | 2 Santa Barbara | 22 E. Victoria St. |
| 1 San Pedro | 362 W. Seventh St. | 1 Santa Maria | 310 W. Main St. |
| | | 1 Ventura | 53 S. California St. |

- 1 - Primary location to be staffed immediately.
2 - Secondary location to be serviced out of other offices as follows:

Indio out of Riverside
Santa Barbara out of Ventura
Covina - Provision may be made for Covina representation in due course.
Ontario - " " " " "

FEDERAL RESERVE BANK OF SAN FRANCISCO
FISCAL AGENT OF THE UNITED STATES
EVACUEE PROPERTY DEPARTMENT

March 18, 1942

LOCAL OFFICES OF THE UNITED STATES EMPLOYMENT SERVICE STAFFED
OR TO BE STAFFED WITH FIELD REPRESENTATIVES, EVACUEE PROPERTY
DEPARTMENT IN

THE STATE OF WASHINGTON

| | <u>Office</u> | <u>Address</u> |
|---|---------------|-----------------------|
| 1 | Bremerton | 650 Fourth St. |
| 2 | Everett | 1801 Hewitt Ave. |
| 2 | Mt. Vernon | 309 Kincaid St. |
| 1 | Raymond | 406 First St. |
| 1 | Tacoma | 112 So. Twelfth St. |
| 2 | Wenatchee | 138 S. Wenatchee Ave. |
| 1 | Yakima | 101 South First St. |

- 1 - Primary location to be staffed immediately.
- 2 - Secondary location to be serviced out of other offices as follows:

Everett out of Seattle
Mt. Vernon out of Seattle
Wenatchee out of Yakima

THE STATE OF OREGON

| | <u>Office</u> | <u>Address</u> |
|---|---------------|------------------------|
| 2 | Astoria | 14th & Duane Sts. |
| 2 | Camp Sherman | Camp Sherman |
| 1 | Hood River | Hood River Hotel Bldg. |
| 2 | Long View | 1436 Commerce Ave. |
| 2 | Medford | 45 W. Fir St. |
| 2 | Oregon City | Room 8, Courthouse |
| 2 | Salem | 710 Ferry St. |

- 1 - Primary location to be staffed immediately.
- 2 - Secondary location to be serviced out of other offices as follows:

| | |
|-------------|-------------------|
| Astoria | } out of Portland |
| Long View | |
| Oregon City | |
| Salem | |

| | |
|--------------|--|
| Medford | } should be provided with service for small nearby colonies of Japanese. |
| Camp Sherman | |

Circular

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

March 18, 1942

Evacuee Property Department

Circular No. 1

**To Banks, Bankers, Trust Companies, and Others Concerned,
in the Twelfth Federal Reserve District.**

DEAR SIRs:

There has been issued the following regulation of March 18, 1942:

Code of Federal Regulations
Title 31 Money and Finance: Treasury
Chapter 1—Monetary Offices,
Department of the Treasury,
Part 130.

Special Regulation No. 1, Under Executive Order No. 8389, April 10, 1940, as Amended, and Section 5(b) of the Trading with the Enemy Act, as Amended by the First War Powers Act, 1941, Relating to Transactions in Special Blocked Property.*

By virtue of the authority vested in the Federal Reserve Bank of San Francisco, Fiscal Agent of the United States, pursuant to Section 5(b) of the Trading with the Enemy Act as amended by the First War Powers Act, by virtue of the authority vested in such bank by the Commanding General of the Western Defense Command and Fourth Army, and by virtue of all other authority vested in such bank, the following special regulations are hereby prescribed:

- (1) The acquisition, disposition or transfer of, or other dealing in, or exercising any right, power, or privilege with respect to, any property hereafter designated as Special Blocked Property is prohibited except as authorized by license expressly referring to this regulation.
- (2) Applications for any such license may be filed on Form TFE-1 by any person with the nearest office of the Federal Reserve Bank of San Francisco. Such applications should set forth (a) the interest, if any, of the applicant in the property; (b) the details of the transaction for which a license is requested, including the terms of any proposed settlement; (c) the manner in which the interest of the evacuee national in the property is being protected; and (d) whether or not the evacuee national is in agreement with the proposed settlement.
- (3) As used in this special regulation and in any ruling, license, instruction, etc.:
 - (a) The term "evacuee national" shall mean any Japanese, German, or Italian alien, or any person of Japanese ancestry, resident on or since December 7, 1941 in Military Area No. 1 or in specified zones in other Military Areas prescribed in or pursuant to public proclamations issued by Lieutenant General J. L. DeWitt, Commanding General of the Western Defense Command and Fourth Army. For the purpose of this regulation all evacuee nationals are nationals of a foreign country.
 - (b) The term "Special Blocked Property" shall mean property in which an evacuee national has an interest and which has been designated as Special Blocked Property by the Federal Reserve Bank of San Francisco in one or more of the following ways:
 - (i) There is posted on or reasonably near such property an official Federal Reserve Bank of San Francisco notice that such property is Special Blocked Property.
 - (ii) The person holding such property or having possession or custody thereof has been

*Part 130:—Sec. 5(b), 49 Stat. 415 and 966; Sec. 2, 48 Stat. 1; 54 Stat. 179; Public No. 354, 77th Congress; Executive Order 8389, April 10, 1940, as amended by Executive Order 8765, June 14, 1941, Executive Order 8832, July 26, 1941, Executive Order 8963, December 9, 1941, Executive Order 8998, December 26, 1941, Executive Order 9066, February 19, 1942, Executive Order 9095, March 11, 1942.

notified by the Federal Reserve Bank of San Francisco that such property is Special Blocked Property.

- (iii) One or more persons having an interest in such property have been notified by the Federal Reserve Bank of San Francisco that such property is Special Blocked Property.

Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States

By WM. A. DAY,
President.

For your information the following statement to the press was released March 17, 1942.

"In order to protect Japanese and other evacuees, the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, today issued regulations designed to bring about equitable settlements between creditors and West Coast evacuees.

The new regulations are intended to forestall unfair action by unscrupulous creditors which would be detrimental to the interests of the evacuee and to minimize his losses in connection with the disposition of his property.

It is anticipated that this will be accomplished to a large extent by direct appeal to the creditors' sense of fair play and the obvious necessity for complete cooperation in the administration of the evacuation program.

'We want any Japanese or other evacuee who finds that he has difficulty in reaching an equitable settlement with his creditors to come to the nearest office of the Evacuee Property Department of the Federal Reserve Bank. At the bank we can discuss his case and take the necessary steps to protect the evacuee from unjust losses,' William A. Day, President of the Federal Reserve Bank, stated.

Bank officials warned that the initiative under the new regulations will rest with the evacuee. After the evacuee has attempted to make an equitable settlement with his creditors and has failed, he should go to the nearest office of the Evacuee Property Department of the Federal Reserve Bank and lay all the facts before one of its representatives.

The bank will call in the creditor and hear his side of the case and make every effort to bring about an amicable settlement of the matter. If the creditor is unreasonable and insists on taking unfair advantage of the evacuee, the Federal Reserve Bank may freeze the evacuee's property by designating it as Special Blocked Property.

Following this step the bank will either post a notice on or near the property of the evacuee, stating that the property described in the notice is Special Blocked Property, or will notify the person holding or having possession of the property, or persons having an interest in it, that such property is Special Blocked Property. Federal Reserve Bank officials stated that persons dealing with evacuees may assume that their property is not Special Blocked Property unless they are affirmatively on notice to the contrary.

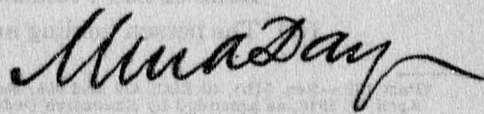
After the property has been declared Special Blocked Property, any acquisition, disposition, or transfer of that property is subject to a license issued by the Federal Reserve Bank. Applications for such licenses may be filed with the nearest office of the bank.

Because the bank wishes to protect the evacuee not only in transactions involving real property but also in those involving all kinds of personal property, the regulations make it possible for any kind of property to be designated as Special Blocked Property.

By these broad provisions the regulations enable the bank to protect the evacuee in such typical transactions as conditional sales, instalment purchases, or any other type of dealing in any kind of property, if the evacuee will first undertake the simple step of petitioning the bank to declare his property Special Blocked Property.

The bank made clear that it will be on guard for any attempt on the part of evacuees to avoid the payment of reasonable creditors' claims through today's regulations."

Yours very truly,


President.

Evacuee Property Dept.
San Francisco, California
March 11, 1942

To PORTLAND, SEATTLE, LOS ANGELES BRANCHES
and
SALT LAKE CITY BRANCH FOR INFORMATION ONLY

We are enclosing copies of the following documents for your information and guidance:

1. "Suggested Program of Federal Reserve Bank of San Francisco and Other Public Agencies to Deal with Property of Evacuees from Pacific Coast Military Areas." This is a copy of the original telegram received from the Treasury Department in which the program was outlined.
2. "Memorandum of General Principles Governing the Operations of Reserve Bank Under Authority Granted by Wire of March 7 from Secretary of Treasury in Connection with the Program of Dealing with the Property of Evacuees from Pacific Coast Military Areas." This form was drafted locally and the principles therein have been accepted by representatives of the Treasury Department as well as ourselves.
3. Copy of "Press Release" dated March 10, 1942 submitted to Lieutenant General J. L. DeWitt, Commanding General of Western Defense Command and Fourth Army, to be released through his office.
4. Copies of "General Questions and Answers" and "Questions and Answers Pertaining to Blocked Nationals" prepared in this office for use by our employees giving hypothetical questions and brief answers. The purpose of this list is to familiarize our employees with the program.
5. Sample of a form to be used in this office by all persons in interviews, both counter and by telephone. It is suggested that similar forms be used by your office. In the event that field offices are established by you, a copy of each of the forms prepared in that office, together with any correspondence or memorandum, should be forwarded to you.
6. Copy of a "Memorandum of Functions and Operations of the Evacuee Property Department of the Federal Reserve Bank of San Francisco as Fiscal Agent of the United States, and Suggested Procedure for Cooperation of Other Banks in Administration of Evacuation Program" which we propose to forward to certain banks within the Military Areas together with a letter from Mr. Day requesting their assistance in carrying out the program.

Addressed envelopes will be handed to those individuals who are leaving the Area and from whom additional correspondence is expected.

TO PORTLAND, SEATTLE, LOS ANGELES BRANCHES
and

SALT LAKE CITY BRANCH FOR INFORMATION ONLY

March 11, 1942

Page 2

Additional forms which are being prepared in this office and which will be sent to you in the near future consist of a counter card to be made available to persons interviewed in order that they may have the proper address for future correspondence, etc., a reference card which is to be handed to the person interviewed when an appointment has been made for him with some person outside our organization, and power of attorney forms.

As to the power of attorney, we will forward appropriate instructions in the use of the form when it is transmitted to you. Meanwhile we will refrain from accepting powers of attorney, although in response to direct requests you may inform the person that we will give consideration to the acceptance of such powers in appropriate cases.

We cannot emphasize too strongly the necessity of instructions to employees of this bank prohibiting the purchase by them or members of their families of any property of an evacuee, the sale of which relates in any way to contacts with this bank. This, of course, does not mean that the employee or his family may not make purchases of an evacuee's goods offered for sale to the general public in the normal course of business.

Further instructions will be forthcoming from time to time and we again call your attention to the fact that we are not compelling evacuees to come to us for assistance, but we are inviting them to make use of the bank's services, assuring them that competent and impartial men are prepared to assist them in their problems.

Flagrant cases of attempted unscrupulous action of creditors which would result in fraud or forced sales should, of course, have your immediate consideration and be brought to our attention by any method of communication which seems desirable in the circumstances.

(Signed)

W. M. HALE
Vice President

Enclosures

SUGGESTED PROGRAM FOR THE FEDERAL RESERVE BANK OF SAN FRANCISCO
AND OTHER PUBLIC AGENCIES TO DEAL WITH PROPERTY OF EVACUEES
FROM PACIFIC COAST MILITARY AREAS

Suggested program for the Federal Reserve Bank of San Francisco and other public agencies to deal with property of evacuees from Pacific Coast military areas. The success of the proposed program will depend upon placing complete responsibility for its execution in a responsible West Coast agency acting under the general direction of the local military authorities.

I - SCOPE OF PROBLEM:

The evacuation on short notice of tens of thousands of persons from military areas on the Pacific Coast raises serious problems in connection with the liquidation of their property holdings and the protection of the property of such persons against fraud, forced sales, and unscrupulous creditors. Obviously the emergency will cause financial loss to the group involved. However, the following program is intended to accord to this group reasonable protection of their property interests consistent with the war effort.

II - LEGAL AUTHORITY:

Since the program is one basically to assist the evacuee in the liquidation of his property, it is expected that in most instances the evacuee will voluntarily avail himself of the facilities afforded by this program. Governmental sanctions will be necessary to deal with creditors and others who seek unfair advantages of the evacuees. There is ample legal authority now vested in the military authorities and in the Treasury Department which can be delegated to such West Coast agency to deal with this problem without necessity of obtaining further legislation or new executive orders.

III - ADMINISTRATION OF PROGRAM:

The nature and urgency of the situation, coupled with the large volume of transactions that will require prompt handling, necessitates the program's being administered by an agency on the West Coast cloaked with full authority to act without reference to Washington. The over-all control of all aspects of the evacuation must obviously rest in the military authorities. Subject to this over-all control by the army, the direct responsibility for the execution of the property aspects of the program should be placed in the Federal Reserve Bank of San Francisco, which has branch offices in Los Angeles, Seattle, and Portland. The Federal Reserve bank will be in a position to obtain the cooperation of other Government agencies, and of well-known and experienced individuals and institutions in the various communities throughout the West Coast area. This cooperation, together with the established integrity and ability of the Federal Reserve bank, will enlist the confidence of all of the affected groups and discourage gouging by creditors or other self-seeking interests. The Federal Reserve bank will also work in close liaison with the Federal Security Agency, the United States Department of Agriculture, and other Federal, State and local public agencies that can be of assistance in dealing with the property during the course of its liquidation. These agencies will undoubtedly be called upon by the military

authorities to handle other aspects of the evacuation problem, such as the transportation and resettlement of the evacuees, and their re-employment in new areas.

The Federal Reserve Bank of San Francisco, which is the Fiscal Agent of the Treasury Department, will be clothed with ample authority to execute the program. The Treasury Department will lay down the broad principles and objectives of such programs as well as the general procedure to be followed. The Department will also furnish the San Francisco Bank by airplane with the requisite number of trained experts to assist in working out the details of the program in the field and to participate in its execution. If need be the Department is in a position to provide the San Francisco Federal at once with 100 or more men for this purpose. The keynote of this program is speed. It is believed that it can be put in operation by Monday, March 9, 1942.

IV - OUTLINE OF PROGRAM:

A. Properly staffed offices under the direction of the San Francisco Federal Reserve Bank will be opened at once in the local communities from which evacuees will be moved.

B. Announcement will be made throughout the area by the Federal Reserve Bank of San Francisco that its representatives in these offices are prepared to assist evacuees with the problem of liquidating their property and protecting them against those seeking to take unfair advantage of their plight.

C. These representatives will assist in putting the evacuees in a position to obtain buyers, lessees, and other users of their property on fair terms. In cases where the evacuee is unable to select his own agent to dispose of his property, the Federal will be prepared to act as agent for the evacuee under a power of attorney or similar arrangement and take steps to liquidate the property on fair terms.

D. Evacuees threatened by creditors will be encouraged to come to the representatives of the Federal for advice and guidance. The Federal representatives will also discuss the matter with the creditor with the view to working out a fair settlement and limiting the remedies that may be pursued by the creditor who threatens unfair action. By and large the mere existence of this program of helping evacuees will eliminate or forestall most of the sharp practices that are now feared.

E. In some cases the property of the evacuee may be such that its real value can only be realized at a future time, e.g., Japanese novelties. In such cases the bank's representative will assist the evacuee in arranging for the storage of such property if that is the wish of the evacuee.

F. On agricultural properties the bank's representative, with the assistance of representatives of the United States Department of Agriculture, will attempt to arrange for the leasing or sale of such property or if need be for the growing of the crops, with a view to preventing their loss through inattention.

C. The Federal Reserve Bank of San Francisco and its representatives will be cloaked with adequate authority to cope with problems arising on the basis of existing circumstances. The program will be flexible and at all times the bank will attempt to keep matters on a voluntary basis, satisfactory to the evacuee. Where these efforts fail it may be necessary for the bank's representatives to step in and take the property over for the purpose of obtaining a fair and reasonable liquidation.

It is expected that the setting up of this program and the accordance to the evacuees of facilities for the liquidation of their property should greatly expedite the departure on a voluntary basis of the evacuees from the military area.

March 10, 1942

MEMORANDUM OF GENERAL PRINCIPLES GOVERNING THE OPERATIONS
OF RESERVE BANK UNDER AUTHORITY GRANTED BY WIRE OF MARCH 7
FROM SECRETARY OF TREASURY IN CONNECTION WITH THE PROGRAM
OF DEALING WITH THE PROPERTY OF EVACUEES FROM
PACIFIC COAST MILITARY AREAS

(1) The controlling principles to be followed are those outlined in the "Suggested Program for the Federal Reserve Bank of San Francisco and Other Public Agencies to Deal with Property of Evacuees of Pacific Coast Military Areas" referred to in the telegram of March 7 from the Secretary of the Treasury delegating authority to the Federal Reserve Bank of San Francisco.

(2) All available sources, including the press, radio, appropriate federal agencies, banking institutions etc. will be employed by the Federal Reserve Bank of San Francisco in the dissemination of information to evacuees with respect to the protection of their property interests. The evacuees will be encouraged to consult with the institutions with which they have been dealing and in which they have confidence, such as their local banking connections, attorneys, real estate agents, etc. in order to obtain information and work out satisfactory arrangements with respect to the disposition or maintenance of their property holdings. It will be made clear to the evacuees that the services of the Federal Reserve Bank and its branches and offices are freely available to them to see that they are not taken advantage of. Where the evacuee is unable to make other arrangements satisfactory to him, the Federal Reserve Bank of San Francisco will undertake to act as agent for the evacuee, reserving the right to decline to act if no useful purpose will be served.

(3) It is understood that no decision has been made that evacuees may not return after the war. Accordingly, while emphasis will be on liquidation, the evacuee may retain the ownership of property which he leaves behind, making appropriate arrangements with the Federal Reserve Bank or otherwise for its care and preservation.

(4) In addition to its branches in Los Angeles, Seattle, and Portland, the Federal Reserve Bank expects to establish offices in such other communities as may be necessary to furnish adequate service to the evacuees. It is recognized, however, that the Federal Reserve Bank may, in cases where it has accepted a power of attorney to act on behalf of an evacuee, appoint as its agent any bank or other appropriate agency or person which it may designate.

(5) It is understood that in protecting evacuees from unscrupulous action on the part of creditors, the Federal Reserve Bank may invoke the freezing powers and the other powers in Section 5(b) of the Trading with the Enemy Act. Thus evacuees threatened by creditors will be encouraged to come to the Federal Reserve offices and discuss their problems. These

offices will be prepared to call in the creditor and attempt to negotiate a reasonable settlement. If it appears that the creditor is not willing to deal fairly, the Federal Reserve office will make use of its delegated powers. It will block all or the relevant part of the evacuee's assets and freeze them against any attempt of the creditor to seize or attach them. The creditor will be granted permission to pursue his remedies only when the Federal Reserve office is satisfied that adequate protection has been accorded the evacuee. Usually the knowledge that the Federal Reserve office is prepared to act will be more than adequate to remedy the situation.

(6) It is understood in carrying out this program that the Federal Reserve Bank of San Francisco will not exercise the powers under Section 5(b) of Trading with the Enemy Act as Amended by Title III of First War Powers Act to vest title to any alien property without prior consultation and agreement of the Treasury Department.

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

Evacuee Property Department

March 11, 1942.

Memorandum of Functions and Operations of the Evacuee Property Department of the Federal Reserve Bank of San Francisco as Fiscal Agent of the United States, and Suggested Procedure for Cooperation of Other Banks in Administration of Evacuation Program.

In its operations as Fiscal Agent of the United States the Federal Reserve Bank of San Francisco has been delegated the duty of assisting Japanese, German and Italian aliens and persons of Japanese ancestry evacuating from the Military Areas which have been designated by Headquarters Western Defense Command and Fourth Army, Presidio of San Francisco, California, in Public Proclamation No. 1, issued under date of March 2, 1942, in arranging for the protection, preservation and equitable disposition of the property holdings of such evacuees. In this operation, the Federal Reserve Bank of San Francisco is subject to the general direction of the military authorities.

The following general outline of procedure has been established for the administration of this program:

1. The Federal Reserve Bank of San Francisco will not take possession of property of an evacuee as an alien property custodian, but will serve largely as an advisor to the evacuee in the matter of disposition of his property.
2. All dealings with the evacuee will be on a purely voluntary basis, and he will have complete freedom in disposing of his property.
3. The evacuee will be encouraged in his own interest to make private arrangements for the disposition of his property by sale, lease, or other appropriate means by either:
 - (a) Independent action of the evacuee on his own account, or
 - (b) Through an agent of the evacuee's own selection.
4. In the selection of an agent the Federal Reserve Bank of San Francisco will recommend the appointment by the evacuee of some person or institution in which the evacuee reposes confidence to represent his interests such as his bank, his attorney, or his real estate agent.
5. If an evacuee is unable to otherwise arrange for the equitable disposal of his property or for an agent acceptable to the evacuee to represent him, the Federal Reserve Bank of San Francisco will give consideration to accepting his power of attorney.
6. Each case will be considered on its individual merits and disposed of on that basis.
7. All advice and assistance possible will be provided the evacuee by the Federal Reserve Bank of San Francisco, and it is expected that the banks and others within the Areas involved who are approached by evacuees for assistance will likewise extend their full assistance and cooperation to the end that the purpose of the program will be completely served. It is recognized that the assistance of the banks in the field will make for greater speed in the execution of the program.
8. The Federal Reserve Bank of San Francisco will endeavor to advise and assist banks and others whom the evacuees select as their agents in the performance of their agencies. Obviously, if the banks and others within the Military Areas who are approached by evacuees to act as agents will accept such agencies, the entire program will benefit.
9. From time to time the Federal Reserve Bank of San Francisco will disseminate such information and instructions as will assist in the administration of the plan.
10. Assistance will be provided by governmental agencies, both Federal and state, in the administration of the evacuation plan, including those agencies handling other aspects of the evacuee

[OVER]

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

13. It is intended to undertake to forestall action by unscrupulous creditors which would be detrimental to the interest of the evacuee and in all respects to minimize his losses to the greatest possible extent in connection with the disposition of his property. It is anticipated that this will be accomplished to a large extent through appeal to the creditor's sense of fair play and the obvious necessity of complete cooperation in the administration of the evacuation program. Any cases in which an equitable settlement is not agreed upon should be promptly brought to the attention of the Federal Reserve Bank of San Francisco.

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

Evacuee Property Department

March 10, 1942

PRESS RELEASE

Lieutenant General J. L. DeWitt, commanding general of the Western Defense Command and Fourth Army, announced today that the Federal Reserve Bank of San Francisco has been appointed to assist Japanese and other evacuees situated within prohibited or restricted military areas in the disposition of their property.

The Treasury Department and the military authorities have given broad powers to the bank to enable it to carry out the objectives of the program. Bank officials indicated that they are undertaking this program under the direction of General DeWitt for the purpose of assisting military authorities in clearing up the problem presented by the war emergency.

The Federal Reserve Bank, acting in conjunction with the commanding general, plans to carry on the project through the bank's extensive facilities, as well as those of its branches in Seattle, Portland, and Los Angeles. The objective of the program will be to bring about a fair and just liquidation of that property which the evacuees cannot take with them.

The Federal Reserve Bank will establish other offices in the coastal areas in order that evacuees may receive impartial counsel and advice in their efforts to liquidate their property, as well as assistance in the sale or other disposition of their property. These offices also will take strong measures to protect the evacuees against unscrupulous creditors.

General DeWitt and Federal Reserve officials stated that the government does not plan to take title to the property of the evacuees. On the contrary, it is their intention to aid the evacuees in a voluntary liquidation of their property at reasonable prices and to protect them against individuals who seek to take advantage of their situation. If need be, officials stated, the bank will be prepared to take over the control of the property under powers of attorney in order to protect the property interest of the evacuee. Evacuees will be encouraged to come in and discuss their problems relating to the disposition of their property. No one will be compelled to come in, but those desiring the bank's services will find competent and impartial men prepared to assist them in their problems.

General DeWitt made clear that speed and fairness are the keynotes of this program and that expeditious handling of the evacuee's property is essential because of the urgency of the West Coast situation.

Officials stated that the Federal Reserve Bank will work in close cooperation with Federal, state, and local public agencies that may be called upon for assistance in dealing with the property of evacuees during the course of its liquidation. These agencies have been or undoubtedly will be called upon by the military authorities to handle other aspects of the evacuation problem, such as the transportation and the resettlement of the evacuees and their reemployment in new areas. Banks and other institutions in the various communities throughout the West Coast area will be called upon to do their full part in bringing about an orderly and equitable disposition of the evacuee's property.

General DeWitt stated that he had been requested by the Federal Reserve Bank to point out that Treasury Department freezing regulations will not interfere with the program. This is particularly true in view of the amendment to General License No. 68A being released by the Federal Reserve Bank. The General License now permits Japanese evacuees operating under such license to dispose of their property without restriction.

Federal Reserve Bank of San Francisco
Fiscal Agent of the United States
Evacuee Property Department

March 10, 1942

GENERAL QUESTIONS AND ANSWERS

Q. I am Japanese; what do I do with my property?

A. Dispose of it yourself if you can on a reasonable basis, or if you cannot, you should select someone in whom you repose confidence to act for you in your absence under a power of attorney.

Q. Do you mean another Japanese?

A. No, because all Japanese will be evacuated regardless of birthplace.

Q. I do not know any person that I could select as my agent.

A. Have you considered your bank or your attorney, or the land owner or any person with whom you have been doing business and in whom you have confidence?

Q. There is no one I would be willing to give such a power to. Would you become my agent?

A. We will be glad to give it consideration if, after complete investigation, it appears that a useful purpose would be served and you would have some equity to protect. This would not be so in the case of insolvency.

Q. Is a power of attorney, alone, sufficient?

A. No, you should supplement it with definite instructions to your agent as to the disposition of your property. You can continue to contact him by correspondence after evacuation for any subsequent dealings.

Q. I own a restaurant; can I have this business continued?

A. If you can obtain an agent to operate it for you, it may be run by him.

GENERAL QUESTIONS AND ANSWERS
(continued)

Q. Will you accept such an agency?

A. It would be possible for us to do so but not practicable in an operation such as this. (We would obviously not be in a position to operate specialized businesses such as this or novelty stores, etc., although in certain things, we could continue operation, such as in the case of real estate properties including hotels where operating agents could be obtained.)

Q. I am a produce merchant, and I finance a number of the growers who in turn assign their crops to me, and I sell the crops and pay them the residue. Can I assign these accounts receivable?

A. Yes, you can assign and sell all accounts receivable as well as any other asset.

Q. Is there any limit as to the amount and character of property I can take with me?

A. No, if you leave voluntarily, you may move at your own expense any property you desire to take with you.

Q. What if I don't leave voluntarily?

A. If you wait to be evacuated by the Army, they will determine what goods you may take with you.

Q. Do I have to use your power of attorney form in selecting my own agent?

A. You should make whatever arrangements are satisfactory to both parties, but you should be sure that the form you use will carry sufficient authority to your agent so that third parties will not question it. However, if the Federal Reserve Bank consents to act as your agent, the power of attorney must be on our form.

Q. Can I form a corporation to operate my property in my absence?

A. Yes, as long as it is operated by people who can lawfully remain in the area.

GENERAL QUESTIONS AND ANSWERS
(continued)

- Q. I do not have any business but I do have a home which I own and do not wish to sell. Can I lease it to somebody else?
- A. Yes. You should get in touch with some qualified person such as a responsible realtor and give the necessary rental listing.
- Q. Can I take care of my business transactions by correspondence after I move and so arrange for later sale of my property if I wish so that I do not have to sell now?
- A. Yes, you can. This entire program is voluntary on the part of the evacuee and no disposition whatsoever of his assets need be made except for his own protection.
- Q. Has any arrangement been made for occasional re-entry into the area to supervise my properties?
- A. We do not know of any arrangements that have been made for such entry, but obviously if there are they will be under military supervision.
- Q. The firm from which I bought a refrigerator is threatening to take it back although all my payments are up to date.
- A. If you will give us the facts, we will be glad to investigate and do what we can to protect you if you have an equity.
- Q. Should I transfer my bank account to a bank in the territory in which I am going to live?
- A. You are free to transfer your account. Whether you leave it with your present bank or transfer it to another is a matter for your discretion as you still have all the privileges under General Licenses issued under Executive Order No. 3389, even though you are about to evacuate.

QUESTIONS AND ANSWERS PERTAINING TO BLOCKED NATIONALS

- Q. But I am a blocked national.
- A. That will not stop you from designating a person of your choice, a bank or anyone else, to act in your behalf. The agent will step into your position and conduct the business the same as you do as a blocked national.
- Q. If I turn over my business to an agent to liquidate or operate, will I get the proceeds or profits?
- A. Yes, your agent should pay into your account net proceeds or profits from business.
- Q. Will you unblock my account so that I can take my money with me?
- A. You may file an application with the Foreign Funds Control to transfer the balance to any bank of your choice.
- Q. Will it be blocked there?
- A. Yes.
- Q. Then I do not have any benefit of my account.
- A. Yes, you may still withdraw up to \$500 per month under General License No. 11 for living, traveling and similar personal expenses.

GENERAL QUESTIONS AND ANSWERS
(continued)

- Q. I have not received my orders to move although I know I am in a prohibited zone. Should I proceed to liquidate my assets?
- A. This is a matter for your determination but you should take whatever steps are necessary to protect your interests with the knowledge that it may be necessary to leave on short notice.
- Q. Can I trade the property which I own in a prohibited or restricted area for property which is not in such an area?
- A. Yes, you may deal in your property by selling, trading, leasing or any other method.
- Q. Can I move my business to a new location outside of the prohibited area?
- A. Yes.
- Q. I want to move with my truck; it is mortgaged. Can I take the truck to my new location? (Presumably out of the state.)
- A. Yes, if you can make satisfactory arrangements with your creditor.
- Q. Would it be possible for me to liquidate part of my business and place other articles in storage?
- A. Yes.
- Q. Is all my property frozen when I have to move?
- A. No, the mere fact that you are being evacuated does not exclude you from the privileges of General Licenses issued under Executive Order No. 8389.



Vol. 1, No. 7

TOPAZ, UTAH

November 4, 1942

THE CITY: OUTSIDE WORK POLICIES DISCUSSED

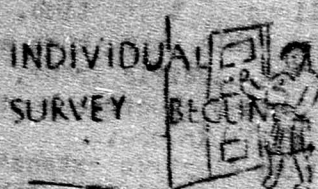


After a 2-day discussion with the City's Employment Division regarding policies on outside employment newly adopted by the WRA, Davis McEntire, chief of the WRA employment section in San Francisco, left Topaz Tuesday afternoon.

McEntire declared that work opportunities in all fields of endeavor were open throughout the United States to qualified evacuees. He added that the demand was especially marked for settlement workers, engineers, draftsmen and all types of office workers.

The aim of the WRA, McEntire said, is to relocate all desirable citizen elements before the end of the war; and he revealed that a thorough investigation is being planned to determine the number of City residents qualified for outside employment.

McEntire explained: "From a register to be set up within the center for all residents interested in private employment will develop a line of inquiry that is expected to take 3 weeks for each person. This thorough study will be the official determination and confirmation of that person's citizenship and loyalty to America."



Topaz's individual record survey was begun Tuesday by 4 groups of interviewers, covering Blocks 3, 9, 27 and 29.

Each group was comprised of 12 to 14 issei and nisei interviewers who were provided with questionnaires that touched upon such points as: educational and occupational history, residence within the U.S. and abroad, languages spoken, physical conditions.

Bob Ichi is serving as resident-manager of the survey, with James Nishimura as supervisor of the interviewers. The heads of the 4 groups are Gary Sugawara, Guy Uyama, Kaytaro Tsukamoto and Ichiro Shibata.

The office staff includes Helen Fujita and Hise Kobayashi, supervisors of coding and verification; Chiyoeko Fujii, supervisor of filing.



the Lion's Club. Various City officials and groups have been invited to attend this gathering.

CONSTITUTION: The Council's constitution committee met with A.E. O'Brien, acting project attorney, Tuesday afternoon to work on the draft for the City government's constitution. The committee submitted a rough outline of the constitution at a Council meeting held Monday afternoon at the City Hall.

After the constitution is drafted, it will be examined by an advisory committee and submitted to the project director for his consideration; and then it

COAL: As the latest story on the coal situation to be available to the Times, Hiram Karahara reports the following:

As the 4th truck convoy to set out from the City to bring in emergency coal shipments to the City, 19 trucks left here early Monday morning for Castle Dale, 150 miles away.

The convoy was manned by 33 men: 2 to a truck, a driver and a relief man. Sufficient food and clothing were taken to make it an overnight mission.

A convoy of 15 trucks that left here last Friday afternoon returned at 3 AM Sunday morning (from Castle Dale) with about 60 tons of coal. With the same crew operating on each journey, their 2 previous trips for coal were made to Nephi, 80 miles away.

ARCHITECTS: Regarding residents who are engaged in outside work, Dan Ota tells the following story:

Nine landscape architects left their drafting tables recently to join residents already working in Delta's beet fields.

Roscoe E. Bell, chief of the Agricultural Division under which these architects were employed, commented:

"The factor of earning money was not the chief concern of these young men in leaving our Agricultural Division for outside employment. Though not apt to Farm Labor, they chose to work in the beet fields for as long as their services were in demand because, realizing that this section of the nation is suffering from an acute farm labor shortage, they felt that they were contributing toward good relations between the peoples of Millard County and our City of Topaz."

(Continued on Page 3)

FIRE PREVENTION WEEK

1942

DATE: November 4, 1942



By Samuel V. Owen
Chief, Fire Protection Division

Fire prevention this year has a greater meaning to the people of the United States than it may have held in previous years. It has been frequently stated by many authorities that any preventable fire is a direct aid to the enemy of our country.

The President of the United States, in establishing Fire Prevention Week for this year, states, "Any loss of human life, any interference with production, any loss, of critical materials hinders and impedes our war effort. Nothing less than the united vigilance and effort of all the people will suffice to break the grip of this menace. Fire hazards everywhere must be detected at once and eliminated. Loss of life and property from blaze and smoke must be reduced in every state of the union. Prevention of all uncontrolled fires must be our goal."

This declaration of the President should guide the activities and efforts of all the people in the city of Tapaz. This city is new--its buildings have been constructed rapidly. Many factors beyond the control of the residents have a tendency to promote fire hazards.

Increased vigilance is necessary to offset these factors. The loss of any building or any personal property in this city by fire may be a tragedy for the person directly concerned. Replacement of these things may be long in coming. Therefore, the Fire Department urges upon all the people the necessity of a true observance of the principles of fire prevention during the week set aside for this occasion, Nov. 1 to 7 inclusive.



At the beginning of our first annual Fire Prevention Week program in the city of Tapaz, it is appropriate that the residents be advised of the many things that they may do or not do which are necessary to protect themselves and their homes from fire disaster.

We are at the beginning of winter when severe weather will require the extensive use of heating stoves. Careless use of stoves causes many fires.

Please observe the following rules:

1) DO NOT BUILD LONG FIRES

A small fire if well-laid and controlled will provide comfort for an evening.

2) WATCH YOUR FIRE

Be sure all furniture, clothing and other material which may burn has been moved from around and from your stove.

3) CONTROL YOUR FIRE

Use your damper and regulate the draft. A properly controlled fire lasts longer, has a more even heat and is safer.



4) DISPOSE OF HOT ASHES

Remove hot ashes to a metal container outside your building. Hot ashes in contact with combustible material causes fires.

5) KEEP KINDLING AWAY FROM STOVE

Kindling wood should be kept a safe distance from your stove. A fire may be started by exposure to the heat if kindling is left scattered around or under the stove.

6) WATCH YOUR ELECTRICITY

Many fires are caused through the careless use of electricity and electrical appliances.

a) Do not tamper with electric switches or fuses. Report any trouble to your block electrician.
b) Do not use more than one electrical appliance at a time. Be sure things which may burn are kept away from electric irons, hot plates and other electric heating appliances while in use.

c) Do not hang electric extension cords directly on nails or other metal supports. First tie the cord with a string and then suspend from a nail or hook.

7) USE GASOLINE AND CLEANING FLUID WITH CAUTION

Do not use gasoline and cleaning fluids inside the buildings or near an open fire. These fluids when evaporated produce dangerously explosive gases. Serious injuries and property damage may result from their careless use.



8) PARK YOUR CARS AND TRUCKS

Cars and trucks should not be parked near to or in between buildings. They may hinder the work of the Fire Department and aid the spread of fire. All parking should be in designated areas at least 25 feet away from buildings.

9) DO NOT BURN OPEN RUBBISH FIRES

Hot embers may be blown against or under buildings and start a fire. All dry rubbish should be raked up and put in metal containers to be hauled away.

will be presented to the residents for their vote of approval.

FIRE PREVENTION: Samuel V. Owen, chief of the Fire Protection Division, spoke to the Council at the Monday meeting. Owen declared: "The people of the community have an opportunity to prove that fires may be prevented. Our success in this effort may serve as a guide for other communities throughout the United States."

STREET NAMES: At this meeting, also, the Council accepted the landscape department's plan for renaming the City's streets. The plan will be submitted to the planning commission; and if approved, the names of the streets will be publicized and street signs will be made.

PLANETRI BUTE FOR SOLDIER

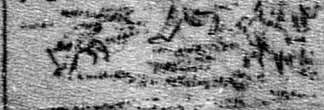
A City-wide memorial service, sponsored by the Community Council as a tribute to the late Pfc. Isao Tsuno, who passed away recently at Fort Snelling, Minn., will be held this (Wednesday) afternoon at 2 PM at the civic center (high school area). A 50-foot flagpole and a temporary platform have been erected for the occasion.

The urn containing the ashes of the nisei soldier was brought into the City Tuesday. Guards of honor for the service will be American Legionnaires, military police and nisei soldiers in the City on furlough.

The program will be as follows: reading of the Mass, Rev. Kumata; three eulogies by Community Council Chairman Dr. Carl Hirota, Project Director, Charles F. Ernst and Lieut. Donald R. Mill of the military police; valediction, Rev. Kumata; and lowering of the colors and "Taps".

Observance of a City-wide one-minute silence during the ceremony has been asked.

WARDENS TAKE 1ST PRISONERS



By Evelyn Kirimura

The Topaz safety wardens took their first prisoners by violence on Saturday morning, after a strenuous half-hour chase.

The 4 prisoners were tied outside the office of the safety

wardens at Rec 11, awaiting further action. Residents, drawn by the commotion of the chase, came to view the culprits.

Interviewed for news of the capture, Inspector George Takeda stated:

"About 9 AM, the presence of 4 stray sheep in the high school area was brought to our attention. Seven of us at once prepared ourselves for pursuit. We armed ourselves with ropes.

"We twirled the ropes with a vengeance and let out many a war whoop, but it took us fully a half-hour to capture our prisoners.

"One of us would concentrate on the actual lassoing of the creature, while the others would drive it toward the waiting safety warden. Supervising the whole noisy roundup was Captain Henry Takaki.

"Finally, 4 of us, Inspector Kohsei Yoshida, Wardens S. Antoku and K. Yamamoto, and myself, managed to subdue the sheep.

"We are now holding the sheep, outside the safety wardens office, pending arrival of their owners. We have reported the capture to Walter K. Bill, acting head of the Internal Security Division in the absence of Ralph B. Fridley."

Bible and Bulletin

CHURCH OPENING: Formal opening of the Topaz Protestant Church will take place at Dining Hall 32 on Sunday, November 8, at 2 PM. Dr. Frank Herron Smith, Superintendent of the Japanese Missions of the Pacific Coast and President of the Western Area Protestant Commission, will be present.

An open invitation is being extended to the public to attend the ceremonies, according to the Rev. M. Nishimura, president of the Protestant Church Council.

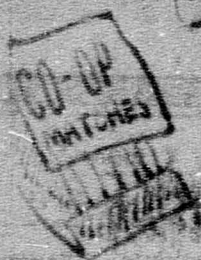
ENTERTAINMENT: It was announced today that all plans for entertainment events in the Japanese language should be referred to Pissashi Oгава, chairman of the Japanese entertainment committee, at Rec 10. The announcement explained that this arrangement was being made to effect unification of all entertainment efforts in the Japanese language.

HALLOWE'EN: The Community Activities Section conducted a total of 8 Halloween programs over the weekend, with 4000 residents participating.

PUBLIC SAFETY: Captain Henry T. Takaki, division of Public Safety, pointed out today that residents should not fraternize with the Military Police. Serious complications between the military and the City are liable to result, he declared, unless the residents strictly observe this advice.

DEAD LETTERS: The Post Office announced today that letters addressed to the following persons are being held at the PO for lack of adequate address:

Fusako Amino, Katsuko Aoki, Isako Fujimani, Chikoko Fujisaki, Tameo Fujiwara, Takashi Furumoto, T. Furuya (Santa Anita), Mrs. Hashimoto (154-6, Tanforan), Fumi Hayakawa, Rev. S. Hirota, Mr. and Mrs. Ikeda, (42-3, Tanforan), K. Ikeda, Mrs. Y. Ikeda, I. Ikeda.



JANKEE

BY BENNIE NOBORI



July 16, 1942

National Professional Bureau
1624 Franklin Street
Oakland, California

Dear Sirs:

Reference is made to your letter dated July 15, 1942 inquiring as to the procedure to be followed in the collection of bills owed by Japanese evacuees.

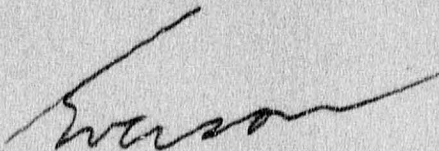
In your letter you expressly referred to the Japanese placed in concentration camps. For the sake of clarity we might point out that while some Japanese have been detained in concentration camps, the great bulk of them, being those who were evacuated from the military areas along the Pacific Coast established by the military authorities, are now resident in assembly centers and at various relocation areas.

As to the method of procedure in collecting accounts, we presume you would desire to get in touch with the debtors before endeavoring to institute any action against them.

Inquiry may be made of the Wartime Civil Control Administration, Hotel Whitcomb, San Francisco, California, as to the location of evacuees inasmuch as the evacuation was conducted under the direction of that agency which has maintained records as to the location of persons involved.

So far as litigation is concerned, the evacuees have lost none of their civil rights by virtue of such evacuation and so far as we are informed at this time, would continue to be responsible for their bills for services rendered them prior to evacuation. In these circumstances, undoubtedly the customary procedures would be available to creditors.

Very truly yours,



Assistant Cashier

ARMSTRONG:Gkrf

see N. public

CROSS INDEX

#15
June 17, 1942 +
reply of June 20, '42

Description of Document Cross-Indexed:

Letter from Treas + reply from bank.

Re Procedure in leasing of citrus grove.

Filed Treas rep.

H.

CROSS INDEX

#15

June 9 +
June 13, 1942

Description of Document Cross-Indexed:

Letter to Marysville office in
reply to memo of 6/9/42 from
Marysville

Re

Questions arising about
storage removal of warehouse
goods

Filed

Marysville

415

CROSS INDEX

June 10, 1942

Description of Document Cross-Indexed:

Letter from Salinas to bank

Re removal of goods from warehouse
to various place of abode.

Filed Salinas

#15
COPY OF TELEGRAM RECEIVED

San Francisco, California
April 11, 1942

Manager,
Wartime Civil Control Administration,
500 California Street,
San Francisco, California.

To all United States Employment Service offices issuing travel permits: Pending further clarification following instructions should be observed by all U.S.E.S. personnel issuing travel permits and conflicting advice from other sources except only Provost Marshall disregarded.

(1) Travel more than five miles for purpose of effecting bona fide change of residence within non-curfew hours except non-stop travel on common carriers for long distances may be authorized -

(a) For German and Italian aliens if destination not within any of areas prohibited by Attorney General without regard to whether applicant can show means of support or desirable plan for living at destination.

(b) For Japanese if destination not outside Military Area No. 1 and not in any of areas evacuated by Attorney General or Army and if applicant is not living in area then being evacuated under Army order, without regard to questions of means of support, etc.

(2) Travel within non-curfew hours of more than five miles for German and Italian aliens and Japanese to transact business preparatory to evacuation or because of personal emergency such as family illness or death or to secure medical service from regular physician may be authorized provided it is shown that request is bona fide and clear need for such travel exists but care must be exercised not to authorize travel for purely social purposes or to facilitate movement of traveling salesmen or collectors beyond limits of community or immediate locality of residence. Permission for travel involving change of residence as outlined above should be authorized on travel permit PM-2 revised after completion by applicant of Form PM-1. Permission for other travel authorized under these instructions may be granted on Form PM-2 revised by striking out "New Address" and inserting destination and return date as fixed by issuing officer. Refer all doubtful cases to local officer representative of Provost Marshal or to me WCCA, Hotel Whitcomb, Room 484, for decision. If you do not have supply of PM-1 and PM-2 wire Social Security Board, 785 Market Street, San Francisco, Attention H. V. Bary.

JAMES G. BRYANT,
REGIONAL REPRESENTATIVE, U.S.E.S.

14 15
COPY OF TELEGRAM RECEIVED

FROM: FRESNO, CALIF.

APRIL 6, 1942 3:31 PM

H. D. ARMSTRONG, FEDERAL RESERVE BANK 500 CALIFORNIA ST SAN FRANCISCO CALIF
REGARDING SATURDAY PHONE TO YOU. FINANCE COMPANIES AND BANKS DEMANDING
PAYMENT IN FULL ON ALL HOUSEHOLD APPLIANCES AND AUTOMOBILES WHERE PAYMENTS
ARE UP TO DATE AND EVACUEE DESIRES TO CONTINUE PAYMENTS PROBLEM 2
JAPANESE MERCHANT HAS CONTRACTS ON HOUSEHOLD APPLIANCES HE HAS SOLD TO
OTHER JAPANESE EVACUEES. WHAT IS BEST PROCEDURE OF THIS OFFICE

L J ALLEN FIELD REPRESENTATIVE

REFERRED TO MR. AGNEW

TO MR.

APR - 4 1942

April 3, 1942

MEMORANDUM TO: MR. AGNEW

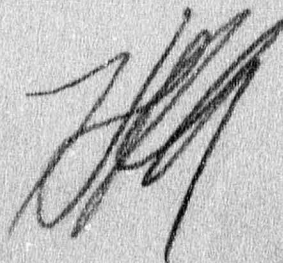
SUBJECT: ENDORSEMENT OF REGISTRATION AND OWNERSHIP
CERTIFICATES IN CONNECTION WITH SALES OF
MOTOR VEHICLES TO THE ARMY

The Army has instructed us that we must be in a position to pass title to motor vehicles tendered by evacuees for sale to the Army under agreement with which you are familiar, in order to promptly dispose of motor vehicles left behind by evacuees in view of their probable rapid deterioration in the light of the type of storage facilities which will be provided.

We will frequently be unable to obtain the registration certificate, and, of course, the ownership certificate, from the evacuee at the time he presents himself to the civil control center. Furthermore, such certificates as may be presented may not be properly endorsed.

The question is therefore presented whether the tender agreement which has been prepared will be sufficient so that on its basis the Motor Vehicle Department will accept our endorsement of certificates of registration and ownership as the agent of evacuees. In other words, will our agreement place us in the position of the evacuee in the eyes of the Motor Vehicle Department to take such action as may be necessary to arrange for the transfer of legal titles to motor vehicles which are subject to the registration requirements of the Motor Vehicle Act?

Your consideration of this matter will be appreciated.



1300 17th St.
Bakersfield, California
April 2nd, 1942.

15

Federal Reserve Bank of San Francisco,
400 Sansome Street,
San Francisco, Calif.

Attention: Mr. Borden.

Gentlemen:-

Yesterday afternoon I made a trip to Delano, arriving there late in the afternoon, and holding interviews until curfew. This will explain the mixture of April 1st, and 2nd reports in the same envelope.

You will note that most of the Japanese interviewed in Delano were storekeepers, renting from the same landlord, the Estate of B.Q. Wong.

These people are very much worried that their landlord will refuse to accept as renters the parties to whom they might have an opportunity to sell their equipment. I believe it is true that a good part of the value of their holding is due to the fact that the business has been located in the same place for a number of years.

You will note that most of these rentals are on a month to month basis, there being one lease which will expire in May and one lease which has three and one-half years to run.

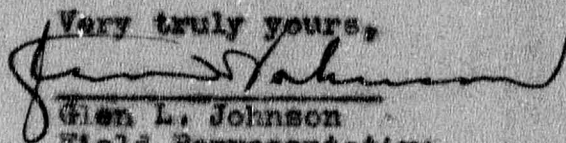
The question in the minds of all of these people is whether we would have the power to force B.Q. Wong Estate to permit them to rent to anyone they pleased.

In questioning the renters, it would seem that the Landlord objects to Mexicans because of their credit, and to Chinese from the outside because he does not want competition in his gambling business. As the West Side of Delano is settled largely by a foreign element, this would leave negroes and Filipinos as prospects.

The renters feel that the prospect for renting is practically hopeless, and that the Administrator of the Wong Estate will eventually turn their locations over to personal friends and relatives of the late S.4. Wong. As a long-time resident of this community, I feel this is unquestionably the Administrator's plan.

I am not able to figure out any way for us to step in on these cases. I will await word from you as to whether there is any practical solution.

Very truly yours,



Glen L. Johnson
Field Representative.

JLC

Copy of Telegram to Seattle

March 27, 1942

Retel wire. Relocation Authority unable to provide us with information yet but expect to give us data tomorrow. We will advise you immediately upon receipt.

EVERSON

ARMSTRONG:JM

15

CO
P
Y

Translation of Telegram received from the Seattle Branch

March 27, 1942.

PRONTO

In connection Bainbridge evacuation can you determine from War Relocation Authority whether any intent on their part to care for shipment at Government cost of evacuees household furniture, farming equipment, trucks, etc. from public and private storage here to eventual point of relocation.

SHAW

Armstrong - EPD

Copy to Mr. Hale

Handled by Mr. Everson

15

MEMORANDUM TO MR. EVERSON

MR. ARMSTRONG

FROM MR. HALE

March 27, 1942

SUBJECT: Evacuee Property Program - Exercise of Freezing Control in Cases Being Litigated - Special Regulation No. 1

The only cases in which the power of freezing control covered by Special Regulation No. 1 will be exercised are those in which it clearly appears either that the evacuation program will be delayed unless the power is exercised or the evacuee is being taken advantage of by reason of the fact that he is or may shortly be under orders to leave the community.

In those cases where the parties have resorted to civil litigation in order to settle conflicting claims regarding property interests, the exercise of freezing control will seldom, if ever, be justified. The use of these powers would be, in effect, to prejudice the rights of the parties litigant. Therefore, when the parties have resorted to litigation, we should leave them where we find them, especially so since in every case the evacuee, whether party plaintiff or defendant, would be in a position to continue the action even after evacuation, his testimony, if necessary, being taken by deposition.

Generally speaking, the only cases in which the freezing control, in relation to a situation which might be settled by litigation, would be justified are those in which the rights of the evacuee are clear and, by reason of indigence or the necessity for immediate departure from the community, the evacuee is not able to have his rights determined in our courts of law.

Kindly communicate the substance of this memorandum to our branches and agencies.


Vice President

415

1300 17th St.,
Bakersfield, Calif.

March 27th, 1942.

Federal Reserve Bank,
400 Sansome Street,
San Francisco, Calif.

ATTENTION: MR. HERBERT ARMSTRONG.

Gentlemen:-

We would very much appreciate information covering the following cases:

1. A Japanese owns a 1942 car with a fair equity. He has arranged for sale with the approval of the dealer, but is blocked by the rationing of 1942 cars. Is there any way this can be handled without going through the rationing board?

2. An old model car with a value of approximately \$225.00 with a small payment due belongs to an alien who has been picked up this week by the FBI. The dealer can sell car and turn proceeds over to the family who desperately need the money. The dealer feels that he is blocked by the ruling of the Motor Vehicle Department relative to an enemy alien.

3. A Japanese rancher owns recent model catapillar tractor. Has very good equity in same, and desires to sell this tractor. Again, as in the case of the 1942 automobile, the matter of prohibited sales prevents the sale. I checked this matter over with the Assistant District Attorney, Gill, but he has asked that whatever answer you can give me be turned over to him for his use also.

Very truly yours,



Glen L. Johnson
Field Representative.

JLG

AN

1300 17th St.
Bakersfield, California.

Federal Reserve Bank,
400 Sansome Street,
San Francisco, Calif.

In Re: Kanetaro Kinoshita.

Gentlemen:-

Under separate cover I have mailed to you
a 8-5055 form for the above captioned alien.

This family consists of his wife, one married
daughter, one single daughter, and two sons who are in
the American Army. The four children above mentioned
are citizens. In addition to this there is a son who
is an alien. The father and son were apprehended
by the F.B.I. yesterday, and are now in custody.

Toshiko Kinoshita called on us today with a
bank of America No. 8594 Savings Account Book, showing
a deposit of \$254.68 in the name of her father. The family
need money for living expenses, and are worried that
they may need some for moving at time of evacuation, also.
The bank of America referred this matter to us. Kindly
let us know how to handle this case.

Further, the father and mother have an additional
account in the Yokohama Specie Bank, San Francisco, in
the amount of \$5000.00. The family would like to
transfer this account to the Bank of America, and if
possible change it in the name of any two of the children
of American birth. Can anything be done in this case?

Very truly yours,


Glen L. Johnson,
Field Representative.

JLC

100-1100

#15

MEMORANDUM TO MR. (HERBERT) ARMSTRONG

FROM MR. AGNEW

March 26, 1942

Re James T. Nishimura vs Growers Rice Milling
Company, et al.

Pursuant to the suggestion contained in your memorandum of March 24, 1942, I have interviewed Mr. William B. Acton, representing the plaintiff, and Mr. Marshall Leahy, representing the defendant, and have obtained from each of them an oral statement of their respective contentions. I have also examined the letter dated March 21, 1942, addressed to your office by Mr. Acton.

In answer to the contentions made by Mr. Acton in his letter of March 21, the defendant alleges that as of January 1, 1941, Nishimura agreed with Mengola that he would perform services in selling rice on a straight drawing account basis of \$50 a week and that at that time it was agreed that Nishimura would not receive any further commissions on sales. Commissions then due Nishimura were paid during January 1941, but during the remainder of the year no commissions were paid because none were due. It is admitted that Nishimura repeatedly requested an accounting and that Mengola and the other officers of the rice milling company repeatedly stated that no accounting would be made because the drawing account covered full compensation. There was no written contract, no witnesses to the arrangement, and no statement of account has ever been prepared.

It is my opinion that, regardless of the merits of the contentions made by the respective parties, a meritorious dispute exists, and that this case is not one in relation to which freezing control should be exercised. I have so advised Mr. Acton by telephone. He stated that he appreciated our interest in the matter and could see the propriety of our position. He also agreed with me that, if his application for the appointment of a receiver was meritorious and was granted, such proceeding would fulfill substantially the same office as a freezing order. I believe that you can close the file in this case.


General Counsel

#15

FEDERAL RESERVE BANK OF SAN FRANCISCO

March 26, 1942

Fergus L. Fairbanks, Esquire
Attorney at Law
454 Sespe Avenue
Fillmore, California

Dear Mr. Fairbanks:

Your letter of March 24, 1942, has been referred to the undersigned for reply.

The statement made in the article written by Mr. Bucher in the February issue of the State Bar Journal to the effect that all lawyers representing Japanese clients or interests must first obtain a license to so act was erroneous.

In order to correct this error, I asked the Treasury Department to make a specific ruling on the subject. I hand you herewith the text of an article which I have prepared and which will appear in the next issue of the State Bar Journal. This, I believe, will answer your inquiry.

Of course, if a majority or even a substantial portion of the stock of Perry Ranch Company, which you represent, is owned or held by non-resident Japanese, or if, in fact, a substantial interest in said corporation is owned by non-resident Japanese under the cover of resident Japanese holding title, the situation will be entirely different. However, if you have filed all reports called for under the regulations of the Secretary of the Treasury, and if the account of Perry Ranch Company has not been blocked, it is my opinion that you are perfectly safe in accepting a power of attorney to act for the corporation. It is transactions such as these, designed to effect the orderly liquidation of Japanese property holdings or the orderly continuation of their property interests, that the Federal Reserve Bank of San Francisco is acting in connection with the evacuation program. If all of the stockholders in the company mentioned are generally licensed nationals under General License No. 68A, there can be no doubt about your right to act.

Very truly yours,

ALBERT C. AGNEW
General Counsel

Enclosure

filed Fairbanks

#N

5

File copy sent to Mr. [unclear]

March 26, 1942

Mr. Henry D. Barnes, Vice President,
Union Title Insurance and Trust Company,
Second Avenue at Broadway,
San Diego, California.

Dear Sir:

Reference is made to your letter of March 23, 1942 inquiring as to restrictions against the conveyance of real property under the circumstances you mentioned.

We understand that it is desired to complete a realty purchase contract running between a Japanese American citizen vendor and the non-Japanese American citizen vendee. We understand further that the vendor has not yet been evacuated and that the property in question has not been blocked.

Under these circumstances there would be no restrictions nor prohibitions preventing a consummation of this transaction.

As suggested by you, if the property were in fact blocked, it would be necessary to obtain a license to enter into any transactions with respect to the property. However, this does not have any bearing on the present situation.

Under the blocking procedure as contemplated such could be accomplished either by a posting or by notification, in accordance with the provisions of Special Regulation No. 1, a copy of which is enclosed for your information. We have agreed to use our best efforts to advise the California Land & Title Association, 411 West 5th Street, Los Angeles, in cases where our freezing control has been exercised, but no such steps have been taken to the present time.

As to the payment of the sale proceeds to the vendor, naturally, if she is in a position to complete the sale transaction, she will likewise be in a position to receive the sale proceeds.

Mr. Henry D. Barnes

2

March 15, 1942

A copy of your communication and our reply are going forward to our Los Angeles branch for its information.

Yours very truly,

Assistant Cashier.

HDA:gc

Enclosure

CC: Los Angeles Branch.

CROSS INDEX

3/26 1942

Description of Document Cross-Indexed:

Letter from Fresno Office

Re Purchase of Tractor from Madera
Implement Company

Filed Fresno_____

#15
5

March 25, 1942.

Thatcher & Young,
First Security Bank Building,
Ogden, Utah.

Dear Sirs:

Reference is made to your letter dated March 19, 1942, inquiring as to the status of your client's contract in the light of the evacuation program.

This bank is not acting as Alien Property Custodian, which office has been created in the office of Emergency Management. Mr. Leo T. Crowley has been designated as the Alien Property Custodian.

This bank has been given the duty of assisting evacuees in making equitable disposition of their property holdings in connection with the evacuation program. We are urging creditors and other persons in their dealings with these evacuees, to endeavor to enter into arrangements of an equitable nature with them, having in mind that the necessity of evacuation places the evacuees at a distinct disadvantage in the conduct of negotiations. In other words, it is our purpose to assure a reasonable treatment of such persons in preserving their property interests or in obtaining reasonable compensation for such interests, in the event that they care to dispose of them.

Naturally, from the information provided in your letter, it is not clear what might be a reasonable solution of the relationship between your client and the other parties to the contract. We are not in a position to request you to provide us with any notices you may have in mind filing in the event you decide to cancel the contract. At the same time, we feel sure that you have in mind the objective which we are trying to attain, and that any action taken by you will be in recognition of the equities involved.

If you feel that we can be of service in disposition of your problem, we will be pleased to assist. In such case, it will be appreciated if you will provide us with the names of the parties involved, and information as to the property which is the subject matter of your problem.

5

#15

Thatcher & Young
March 24, 1942
Page 2.

We are forwarding a copy of your letter and of our reply to our Field Representative at Salinas for his information.

As requested, we are enclosing a copy of our Evacuee Property Department Circular No. 1, which is the only circular issued to date with respect to this subject.

Yours very truly,

Assistant Cashier.

Enclosure.

cc James F. van Loben Sels,
Field Representative,
Federal Reserve Bank of San Francisco,
c/o U.S. Employment Service,
7 Natividad Street,
Salinas, California.

C O P Y

JOHN B. HARMAN
FORT BRAGG, CALIFORNIA

March 24, 1942

Federal Reserve Bank
San Francisco, California.

Gentlemen:

I have the following to submit for your consideration:

One, Hannah Figgott an alien Japanese who has resided in Fort Bragg for over 35 years, and who was married to a citizen and mistakenly believed she thereby became a citizen in 1915 and who incidentally was registered and voted as a citizen until the present crisis brought about an investigation, acquired a parcel of real estate of the value of approximately \$400.00 to \$500.00 in 1919. Later the property was transferred to one William H. Ross as security for a loan and upon payment of the loan was again transferred back to her in 1930.

She now desires to dispose of this property and there is an outstanding mortgage in the sum of \$180.00 which is overdue and the proposed purchasers were the former owners and they propose to pay the mortgage to the mortgagee, taxes and costs of transfer and approximately \$50.00 to the owner, Hannah Figgott.

The property consists of a lot 50x140 in Fort Bragg and a small 4-room house approximately 40 years old and the above valuation is very liberal.

I desire to know if a special license is required to complete this transaction or if the sale is otherwise permissible. Your early reply would be appreciated due to the evacuation orders now issued.

Very truly yours,

(signed) John B. Harman

#15-

March 23, 1942

MEMORANDUM:

SUBJECT: District Attorney, Yolo County
Woodland, California

REFERRED BY MR. H. D. ARMSTRONG
TO MR. *Mayer*
MAR 25 1942

Mr. Reid, Sacramento Field Representative, advises that the office of the District Attorney, Yolo County, is apparently advising white American land owners that their Filipino labor must be taken off their lands. If this instruction is followed tomato crop will be jeopardized.

Am endeavoring to contact Attorney General's office to have misinformation of Woodland District Attorney corrected.

7-73-92

Mr. Agnew 'phoned Yolo Co. D.A. + learned that he had informed a Filipino engineer that he couldn't own a lease land under alien land law but could, of course, do farm labor on land. As he found misunderstanding, McDonald, the D.A. wrote it down. Apparently the advice was misunderstood + D.A. is trying to correct understanding in County.

Told this to Olney, Deputy Atty' General when he answered my previous call. Also told Reid, our Sacramento field rep.

Armstrong

COPY OF TELEGRAM

TO

March 23, 1942.

FOLEY
TREASURY
WASHINGTON

We have discussed with Mr. Lawler suggested program by Farm Security Administration in dealing with agricultural lands of evacuees. In carrying out such program we see no conflict and would not object to Secretary of Treasury delegating such powers as he has and sees fit to delegate to Farm Security Administration for purposes of carrying out this program.

HALE

15

COPY OF TELEGRAM

FROM TREASURY
 WASHINGTON
TO JOHN J. LAWLER

March 20, 1942.

NETEL FARM SECURITY AGENCY. WE FEEL THAT POWERS VESTED IN FEDERAL RESERVE BANK SHOULD BE UTILIZED IN ASSISTING FARM SECURITY AGENCY TO CARRY OUT ITS PHASE OF THE EVACUATION PROGRAM, PARTICULARLY SINCE IT ALSO RELATES TO THE ORDERLY LIQUIDATION OF THE ASSETS OF THE EVACUEES AND TO THEIR PROTECTION AGAINST UNREASONABLE CREDITORS.

WE THINK THAT REPRESENTATIVES OF THE FEDERAL RESERVE BANK AND FARM SECURITY AGENCY SHOULD GET TOGETHER AT ONCE AND AGREE UPON A PROGRAM OF CO-OPERATION. THEY SHOULD DISCUSS SPECIFIC MEASURES FOR ACHIEVING BOTH POINTS (A) AND (B) OF YOUR TELEGRAM.

ON POINT (A) RELATING TO FREEZING POWER TO MAINTAIN THE CREDITORS IN STATUS QUO, SPECIAL REGULATION NO. 1 IS CERTAINLY BROAD ENOUGH TO ACHIEVE THIS RESULT. TWO OBVIOUS APPLICATIONS MIGHT BE MADE OF THIS REGULATION. UNDER THE FIRST, THE PROPERTY OF A JAP FARMER WOULD BE DESIGNATED AS SPECIAL BLOCKED PROPERTY BY THE FIELD REPRESENTATIVE OF THE FEDERAL RESERVE BANK IMMEDIATELY UPON THE RECOMMENDATION OF THE LOCAL FARM SECURITY AGENCY REPRESENTATIVE. IF THIS IS NOT ADEQUATE, THE FEDERAL RESERVE BANK SHOULD FORTHWITH DESIGNATE ALL OF THE 5135 FARMS, CROPS, IMPLEMENTS, ETC., AS SPECIAL BLOCKED

15

COPY OF TELEGRAM - FROM TREASURY WASHINGTON - TO JOHN J.

LAWLER - PAGE 2

PROPERTY AND NOTIFY CREDITORS TO COME IN AND MAKE SATISFACTORY ARRANGEMENTS WITH THE FARM SECURITY AGENCY. IN ANY EVENT, SPECIAL REGULATION NO. 1 CAN BE EMPLOYED TO DEAL EFFECTIVELY WITH THIS PROBLEM.

ON POINT (B) RELATING TO THE FARM SECURITY AGENCY HAVING POWERS TO OPERATE FARMS, PAY BILLS AND HIRE AND PAY LABORERS, WE THINK THAT A SIMILAR PROGRAM CAN BE WORKED OUT. OBVIOUSLY, THE EVACUEE CAN GIVE THE FARM SECURITY AGENCY A FULL POWER OF ATTORNEY TO ACT WITH THE SAME POWERS TO OPERATE THE FARM, ETC., AS THE EVACUEE HAS. CREDITORS CAN BE HELD OFF UNDER SPECIAL REGULATION NO. 1. PRESUMABLY THEN, FARM SECURITY AGENCY IS MORE CONCERNED WITH ITS AUTHORITY TO ACCEPT POWERS OF ATTORNEY AND ACT FOR THE EVACUEE. IF FARM SECURITY AGENCY IS NOT SATISFIED WITH THE POWER OF GENERAL DE WITT TO SO AUTHORIZE THEIR ACTIVITIES, THE FEDERAL RESERVE BANK SHOULD DESIGNATE FARM SECURITY AGENCY AS THE AGENCY TO CARRY OUT THESE FUNCTIONS UNDER ITS POWERS. THIS SHOULD BE DONE IN MUCH THE SAME WAY THE SECRETARY OF THE TREASURY DESIGNATED THE FEDERAL RESERVE BANK, I. E., PREPARE A MEMORANDUM OF THE PROPOSED PROGRAM

COPY OF TELEGRAM - FROM TREASURY WASHINGTON - TO JOHN J.

LAWLER - PAGE 3

AND THEN HAVE THE FEDERAL RESERVE BANK MAKE A DELEGATION. SUCH DELEGATION MAY, IF NECESSARY, INDICATE THAT IT IS "BY DIRECTION OF THE SECRETARY OF THE TREASURY". IF THIS PROCEDURE IS FOLLOWED WE SEE NO REASON FOR THE TREASURY OR ALIEN PROPERTY CUSTODIAN ENTERING THE PICTURE. HOWEVER, WE SHOULD LIKE TO SEE THE MEMORANDUM OF PROPOSED PROGRAM AND PROPOSED DELEGATION PRIOR TO THE FEDERAL RESERVE TAKING FINAL ACTION.

FOLEY,

ACTING SECRETARY OF THE TREASURY.

REFERRED BY MR. H.D. ARMSTRONG
TO MR. *Evans*
MAR 27 1942

REFERRED BY MR. H.D. ARMSTRONG
TO MR. *J. H. 57*
MAR 27 1942

Excerpt from a letter dated March 21, 1942 to Wartime Civilian Control Authority, 707 South Spring Street, Los Angeles, California:

"To our utter disappointment we have discovered that the advice rendered us by the special department of the Federal Reserve Bank handling evacuee financial matters has been of little help, for we find it is practically impossible to liquidate our stock, which is comprised chiefly of imports and domestic foodstuffs for the exclusive consumption of the Japanese, in the limited time available for the successful completion of evacuation. The only possible solution to our perplexing problem is to store the merchandise, which procedure would incur on us a great deal of expense, and at the same time, leave vital food in a stationary useless condition. Some of this food will in due time perish, and it is our unanimous desire that no essential foodstuff shall be wasted in this time of great emergency."

This letter was signed by: The Enbun Company, F. Konishi Company, The Mutual Supply Company, M. Sakamoto Company.

The balance of the letter set out a plan for government purchase of food stuff.

*Letter came from Pearl Davis
being refer. to. Major Surbin at Presidio*

*No action -
Specially Food stuffs -
Shipping problem -*

#15

Sacramento, California
March 21, 1942

Federal Reserve Bank
500 California Street
San Francisco, California

Attn: - Mr. R.E. Everson - Assistant Cashier:

Dear Mr. Everson:

We enclose herewith several problem cases - the first of which are now being sent since this office opened here in Sacramento. You will note at the top of these forms - they are numbered consecutively as Sacramento-1, etc. All further problems will be so numbered.

We also enclose herewith several copies of Public Relation matters as shown and emanating from the U.S.R.S. as given to the press for release. We also enclose herewith two copies of forms that have developed from a meeting held two days ago with the leading Japanese citizens of this community and in which the results as shown on this form has been requested. This office is swamped with many and varied requests that do not show from the forms that are enclosed herewith. Many inquiries are for advice and suggestions coming from our office.

With respect to your several letters and copies of the 18th and 19th instant, referred to me in the Lewis H. Isikino case - we have arranged for the two parties concerned in this case to be in the office here at Sacramento at 10:30 Monday, March 23rd. We feel that we can possibly arrange this case in a peaceful manner to all parties concerned.

Your many letters that have been forwarded to us here have not been answered but answers will come forth in due time.

We are enclosing herewith Oath of Office and Personnel Affidavit in which they have requested that I send to you.

We are particularly concerned about an inquiry that came in late yesterday afternoon from one Harold I. Ouchida from Florin with respect to and regarding a letter from the Elk Grove Branch of the Bank of America in which they are requesting in this letter that all parties concerned come to that Bank to sign a consent to operate ranch, and wanted our advice as to whether or not he should do so. I suggested

Forward

#15

Page No. 2

Federal Reserve Bank
Attn: Mr. R.E. Everson-Ass't. Cashier
San Francisco, Calif.

to him that he forward an exact copy of this letter to this office so that we may in turn forward for comment from your office. I take this up now for reason of the fact that we have another request from Newcastle, California with the same bank as above with the same request from them to the growers. It may be that you already know of this form and possibly could advise us over the phone early Monday morning as to our recommendations to be made from these requests.

Closing off in haste, we are

Very truly yours,

BY

A. J. Reid
Field Representative

AJR:CEZ
Dictated but not Read
EMCL.

REFERRED BY MR. H. D. ARMSTRONG

TO MR. *Everett*

MAR 20 1942

San Francisco, March 20, 1942.

MEMO TO MR. ARMSTRONG *TH*

REFERRED BY MR. H. D. ARMSTRONG

TO MR. *Mayer*

MAR 20 1942

Referring to our conversation last evening regarding inquiry from Mr. Gherilli of the Capital Company, the following was the substance of his inquiry:

Their company in recent years has sold substantial amounts of farm lands to Japanese under contracts of sale, which provided that when cash payments on account of principal had aggregated 40 per cent thereof, the Capital Company would deliver a deed of the property to the original Japanese purchaser, and the last named would give back to the bank a mortgage for 60 per cent of the original purchase price.

Mr. Gherilli had just received a copy of Circular No.1, and apparently assumed therefrom that they might be taking a risk in carrying out the above transaction should the Japanese make request of them to do so.

I explained to Mr. Gherilli this morning the substance of Mr. Everson's summing up last evening. He appears to be satisfied as to their position and was appreciative of our prompt helpfulness.

TYLER

15

CROSS INDEX

3/19 1942

Description of Document Cross-Indexed:

Report on Meeting of Japanese
American Citizens League

Re Evacuee Property, Department

File # 15

Filed

Japanese American Citizens League

5

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

1536 Park Street
Alameda, California

✓
*Tell Siegfried
private storage available.
from Kabe Agency*
March 18, 1942

Federal Reserve Bank
Evacuee Property Dept.
500 California Street
San Francisco, California

Gentlemen:

The question constantly occurs about storage of Japanese furniture, household effects, etc. I have advised the local Japanese that they could store their goods in their community property; viz,

Japanese Methodist Church
Japanese Buddhist Church
Japanese Community Recreation Hall

They are quite willing to store here, but the thing they fear is vandalism after they leave. One party advises me that they could not move all property belonging to his wife and mother at one time and on returning the next day part of the balance was stolen, as was also done by a friend. I assured them I will ask police for protection, but they would like to know if buildings after their evacuation would be sealed, and by whom, and if any other protection than police, that is by custodian, will be taken.

Can you let me know and ease their minds as I believe this will help clear up things much easier.

Yours very truly,

John Siegfried
John Siegfried
Field Representative

19-C
*Believe they should make own arrangements
for police if this program planned
know that some arrangements will
type protection done.*
AM ☐ Answered
☐ Ansd. by Routine Advice
☒ No Answer Required

Directed to File

By *Borden*
Surname

FILE ONLY WHEN SIGNED

FOR DEFENSE



LOS ANGELES

March 19, 1942

EVACUEE PROPERTY DEPARTMENT

We enclose herewith original letter from San Bernardino main office of Bank of America for your attention.

Assistant Cashier.

Enclosure.
Tyler:gs

15

C O P Y

Bank of America
San Bernardino Main Office

March 17, 1942

Federal Reserve Bank
San Francisco, California

Gentlemen:

Several of our Japanese customers who are American born citizens and own real property, are seeking information as to the disposal or handling of their property in case they are evacuated.

They wish to know if they can rent the property and have the rents deposited to the credit of their bank accounts.

We will appreciate this information at your earliest convenience.

Yours very truly,

(Signed) J. M. Oakey
Assistant Vice-President

March 17, 1942

Mr. Clarence Wilmot,
Box 246,
Yreka, California.

Dear Sir:


Your letter dated February 23, 1942 addressed to Mr. Earl Warren, Attorney General of the State of California, inquiring as to property dealings with a German alien who has made application for citizenship, has come to our attention in the operation of our Evacuee Property Department.

While your partner appears to be in fact an alien, she is nevertheless resident in this country and under the circumstances you mention she would be in a position to retain the ownership of or control her property as she may see fit.

We trust that this will satisfactorily answer your inquiry.

Yours very truly,


Assistant Cashier.


cc: Herbert E. Wenig,
Deputy Attorney General
State of California
Legal Department
San Francisco, California

Armstrong:gh

5

File Purs. Armstrong

10301 FEB 26 42

EARL WARREN ATTORNEY GENERAL
SAN FRANCISCO OFFICE
ASSIGNED TO:

Mr Earl B Warren
Attorney General
Sacramento Calif.

Wm Clarence Wilmit
Box 246 Yreka Calif
Feb 23, 1942

Dear Mr Warren,

I would like to get some information about some property that i own a one half interest in. but my name dos not appear on the deed. and my Partner happens to be a German Alien. her husband is a Naturalized citizen and she has applied for her Citizen papers. The property is known as the Apache Dance Hall and and Tavern and ten acres of land. What i would like to know is if it would be lawful for her to sell her interest to me. i am a Born American Citizen and a World War Veteran. so i would like to hear from you

Sincerely Yours

Clarence Wilmit

Answered
Filed by Routine Advice
No Answer Required
Directed to File
By *Wm*
Sovereign
FILE ONLY WHEN SIGNED

REFERRED BY MR. E.D. ARMSTRONG
TO MR. Tyler 57
MAR 16 1942

REFERRED BY MR. E.D. ARMSTRONG
TO MR. Tyler
MAR 16 1942

For Memo # 2

March 16, 1942

Phoned in by Mr. Gilchrist

Decision rendered by Colonel Bendetsen, Deputy Assistant Chief of Staff for Civil Affairs, regarding children of mixed parentage (half-breeds) where nationality is in doubt from parentage.

On foregoing no general ruling applies.

W.C.C.A. is having application blanks printed now. These blanks when completed will be handed to the various offices. People making application to remain in restricted territories must fill out these applications which in turn will be submitted to the local draft boards or draft appeal boards. The draft board will act as a filter on these applications. If the application is recommended by the draft board, it will be passed to the military command who will then give final approval or rejection. There will be no exceptions on Japanese except where health is involved and it would be dangerous to move people for that reason (paralysis, blindness, etc.).

Aliens may not remain in the restricted or prohibited areas while the application is being decided upon. If evacuated and later passed as an exception, the evacuee will be allowed to return.

(15)

X 8

E. Nelson
COPY

THOMAS C. NELSON
Attorney at Law
418 Flood Building
San Francisco, California
Telephone Douglas 0255

March 16, 1942

Mr. R. E. Everson,
Assistant Cashier,
Federal Reserve Bank,
San Francisco, California.

Dear Mr. Everson:

In Re: Henry H. MacVine
Real Property located at
597 Grant Avenue, San Francisco

Mr. MacVine has a tenant at 597 Grant Avenue. This tenant is a California corporation by the name of Matuoka Company. The lease is in writing and has some few years yet to run. At the present time the corporation is delinquent in the payment of rent and Mr. Nakao has promised to clear up this delinquency by the end of the current month.

The Investigative Section of the Foreign Funds Control suggested that I make inquiry with you as to what would seem advisable as a course of action. Mr. MacVine could, under his lease, institute ouster proceedings, but we naturally do not want to do this if there is any likelihood of this corporation carrying on.

The possibility is that all of the stock of this corporation is owned by Japanese and it appears from press reports that all of these individuals will be moved out. In view of the present conditions, we would like to be advised in the matter and will appreciate any comment you wish to make which might prove helpful to Mr. MacVine.

Yours very truly,

Thomas C. Nelson (signed)

TCN/RMG

#10-

Subject - Automobile

PORTLAND

March 16, 1942

Relet March 13. Office Price Administration states aliens owning 1942 passenger automobiles may sell under Regulation Order A-2 effective March 2, 1942 without restriction to a dealer; also to any individual provided last named holds certificate of eligibility.

EVERSON

Tyler:gh
57

5046

5

TRANSLATION OF TELEGRAM RECEIVED

From **Portland Branch**Date **March 13/42**

To

FEDERAL RESERVE BANK OF SAN FRANCISCO

Translated:

Checked:

Copy routed to Mr.

SF 21
F 420p
R 4.56p**Everson**

Copy delivered to Mr.

Hale

To be handled by Mr.

Armstrong-2 E.P.D.

State Tire Rationing Board states it has no authority to permit sale of 1942 automobile owned by person included in Public Proclamation No. 1 and suggests you confer with Rationing Control Headquarters in San Francisco to determine whether special order covering such cases can be issued. Undue hardship will result unless sale is permitted. Please advise decision.

MacZachron

(15)

Question: Answer re

Function and Unit Number

(For information only)

March 16, 1942

MEMORANDUM TO: MR. ARMSTRONG

Read wire from MacEachron at our Portland Branch relative to Rationing Board restrictions on sale 1942 automobiles covering persons included in Public Proclamation No. 1, to Mr. Athern (Office of Price Administrator).

Mr. Athern stated as follows:

Any alien owning a 1942 car may dispose of same to any dealer or to any person on the eligible list approved by local Rationing Boards. No eligibility certificate is required in a sale to a dealer. Any evacuee may confer powers of attorney and such person thereunder could dispose of a 1942 car under the same terms and conditions as referred to above.

J. Lee

Sutter 8420
242

Joe:

Please call Athearn, Klondike 2-2300 (Office of Price Administrator). Ask him what information he can give us as to prospective action on permission of evacuees to sell 1942 cars. Are licenses for such transactions available?

Please prepare wire to Portland along that line.

(Mrs. Hastings can take wire and help on set-up)

Prepare for Mr. Everson's signature.

File
Auto Rels
507 3-16

NEW PASSENGER AUTOMOBILE RATIONING REGULATIONS

ORDER No. 2A

Effective
March 2, 1942

Establishing Provisions and Procedures for
the Operation of the Program for
Rationing New Passenger
Automobiles



Office for Emergency Management

Office of Price Administration

Washington, D. C.

NEW PASSENGER AUTOMOBILE RATIONING

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RATIONING ORDER NO. 2A—NEW PASSENGER AUTOMOBILE REGULATIONS¹

PREAMBLE

Pursuant to the authority vested in me by Directive No. 1 of the War Production Board, issued January 24, 1942, and by Supplementary Directive No. 1-A, issued February 5, 1942

It is hereby ordered, That:

CHAPTER I

Definitions

Sec. 101. *Definitions*.—When used in these Regulations—(a) "Agency of the government" or "government agency" means and includes any government agency, department, bureau, commission, office, or other government unit, whether federal, state, or local, and any corporation wholly owned by any such government or government unit.

(b) "Board" means a Local Rationing Board as established by Tire Rationing Regulations (Revised), issued February 11, 1942.

(c) "Dealer" means any person regularly engaged in the business of offering passenger automobiles for sale at retail to the public.

(d) "Distributor" means any person, other than a manufacturer, regularly engaged in the business of selling new passenger automobiles to dealers.

(e) "Manufacturer" means any person who manufactures passenger automobiles.

(f) "New passenger automobile" means any 1942 model passenger automobile having a seating capacity of not more than 10 persons, irrespective of the number of miles it has been driven, or any other passenger automobile which has been driven less than 1,000 miles, including other body types such as ambulances, hearses, station wagons, and taxis, built upon a standard or lengthened passenger car chassis.

(g) "Person" means any individual, partnership, corporation, association, government or government agency, or other form of enterprise.

(h) "Pool car" means any new passenger automobile which was not shipped by a manufacturer prior to January 16, 1942.

(i) "Transfer" means sell, lease, trade, lend, give, deliver, ship, or physically transfer in any other way which involves the use of the automobile, after the transfer, by a person other than the transferor, but does not include delivery to a carrier for shipment, or delivery by a carrier to a consignee, does not include a lease or loan made in good faith for a period of one week or less, and does not include a technical transfer of title for security purposes to a person financing a conditional sale or similar type of transaction, made simultaneously with a transfer of the automobile itself to the conditional-sales buyer. It also includes the change of the designation of the registered owner.

CHAPTER II

Organization

Sec. 201. *Personnel*.—The new passenger automobile rationing program established in these Regulations will be administered by the Local Rationing Boards, the Local Rationing Administrators and the State Rationing Administrators, established by the Tire Rationing Regulations (Revised) issued February 11, 1942, and by the Office of Price Administration.

Sec. 202. *Duties*.—The Local Rationing Boards, Local Rationing Administrators and State Rationing Administrators shall have such duties and responsibilities in the administration of these Regulations as the Office of Price Administration may assign.

Sec. 203. *Jurisdiction*.—For purposes of these Regulations, each Local Rationing Board shall have jurisdiction over every person applying for a new passenger automobile which is to be garaged or normally stationed in the area which the Board is designated to serve, except as otherwise provided in Chapter VIII of these Regulations.

CHAPTER III

Restriction of Transfers

Sec. 301. *Restriction of transfers*.—(a) Regardless of the terms of any contract of sale or purchase, or other commitment, no person shall transfer, or accept a transfer of, a new passenger automobile except as provided in these Regulations.

(1) The word "transfer" is broadly defined by these Regulations. For example, the term includes not only transfers by sale, lease, or trade of the automobile, but also by gift from one person to another. Unless specifically exempted, all physical transfers involving a change in the actual use of the car are included. Thus, if a partnership gives what has been exclusively a partnership car to one of the partners for his own use, a transfer has occurred. On the other hand, putting a car in a garage or warehouse, or letting a repairman drive it to his shop, is not a transfer within these Regulations.

(2) There are certain specific exemptions from the broad definition of "transfer." Delivery to a railroad or other carrier for shipment, and delivery by such carrier to the consignee, are not included. In this situation, the transfer takes place between the consignor and the consignee.

(3) A lease or loan made in good faith for a week or less is also not included in the word "transfer." This exception allows temporary loans to friends and does not prevent the leasing of new passenger automobiles possessed on January 2, 1942, by persons which lease automobiles to the public for short pe-

riods. The requirement of good faith means that the lease or loan must really be temporary. If a person continually lends a car to the same person for six days of the week and takes it back on Sundays, he has made a loan for less than a week but, since he is clearly attempting to evade the Regulations, he has not made the loan in good faith and the transaction is a "transfer."

(4) The term "transfer" does not include a technical transfer of title for security purposes without an accompanying transfer of use. Thus, security transactions, such as conditional sales contracts, bailment leases, or chattel mortgages, do not involve "transfers."

Sec. 302. *Exemption of automobiles purchased prior to January 2, 1942*.—The restriction of transfers of new passenger automobiles provided by Section 301 shall not apply to transfers of new passenger automobiles purchased prior to January 2, 1942, the transfer of which is governed by Rationing Order No. 2: *Provided, however*, That if such purchasers have not applied, on or before March 2, 1942, to their Local Rationing Boards for certificates entitling them to such automobiles, transfers of such automobiles shall be governed by these Regulations.

Sec. 303. *Rights of parties who have entered into contracts for the sale or purchase of new passenger automobiles when delivery is prohibited by law*.—If performance of any agreement of sale or purchase of a new passenger automobile is forbidden by Supplemental General Limitation Order L-2-1 of the Office of Production Management restricting sale and delivery of passenger automobiles and the amendments thereto or by Rationing Order No. 2, 2A, or amendments thereto issued by the Office of Price Administration, any person who has made any payment on account of the purchase of such new passenger automobile shall upon demand be entitled to the return of the amount of any deposit or any other consideration paid or, in the event the consideration has been materially altered in condition or cannot be returned, then its fair net value. No person who agreed to sell and deliver a new passenger automobile shall be liable for failure to perform such an agreement if performance is prevented by the aforesaid orders except if a deposit or consideration has been paid to him on account of the purchase of the new passenger automobile, in which event his liability shall be limited to the amount paid or other consideration paid.

¹ These Regulations apply to all new passenger automobiles and supplement Rationing Order No. 2 and Amendment No. 1 thereto. In all cases of conflict between Rationing Order No. 2 and these Regulations, these Regulations shall prevail. "Pool cars" as defined in these regulations are not within the scope of these Regulations except where specifically mentioned.

Sec. 304. Prohibition of transfer of pool cars not shipped prior to January 16, 1942.—These Regulations shall not be construed to permit the transfer of pool cars, and the transfer of any such cars is prohibited except where they are required by the United States Army, Navy, Marine Corps, or Coast Guard, in which case they are governed by the provisions of Section 301 of these Regulations: *Provided, however,* That this shall not prohibit the transfer of pool cars to dealers, distributors, manufacturers, or security holders therein for purposes of resale and otherwise in accordance with these Regulations.

CHAPTER IV

New Passenger Automobile Quotas

Sec. 401. Establishment of quotas.—The Office of Price Administration will from time to time set quotas and reserve quotas stating the maximum number of new passenger automobiles for the transfer of which certificates may be issued, which quotas may be altered or revoked as the occasion may demand. No Board shall issue a quota certificate for the transfer of a new passenger automobile in excess of its quota.

Sec. 402. Allotment of quotas to Boards.—The Office of Price Administration will forward to each State Rationing Administrator the quotas applicable to his state. The State Rationing Administrator shall then forward to each Board its quota, if any. If there are two or more Boards established within a single county the State Rationing Administrator shall forward to the Local Rationing Administrator, if one has been appointed, the county quota for allotment among the different Boards within the county. If no Local Rationing Administrator has been appointed, the State Rationing Administrator shall himself allot such quotas among the different Boards within the county.

Sec. 403. Application for adjustment of quotas to cover special situations.—(a) Where a Board believes that the public interest requires that it issue a certificate for the transfer of a new passenger automobile in excess of its quota, the Board shall make application to the State Rationing Administrator for authority to issue such certificate by filing an application with the State Rationing Administrator setting forth the full facts of the case. The State Rationing Administrator at his discretion may draw upon his state reserve, if any, to augment the quota of such Board to the extent necessary to grant such a certificate.

(b) In no case shall the State Rationing Administrator grant blanket authority to exceed a quota.

(c) The State Rationing Administrator shall not issue certificates himself but may add a specific number of new passenger automobiles to the quota of a Board which may issue certificates therefor, but he shall not increase quotas in excess of his state reserve.

Sec. 404. Adjustment of state quotas by Office of Price Administration.—A State Rationing Administrator may apply to the Office of Price Administration for an

allotment from the national reserve, if any, to replenish his state reserve. Such application shall be accompanied by a statement setting forth in full the facts giving rise to such application. The Office of Price Administration may draw upon any national reserve to adjust state reserve.

Sec. 405. Government agencies exempted from quota restrictions.—Upon satisfaction of the conditions and requirements set forth in Chapter VII and irrespective of quota provisions, an agency of the federal, state, or local government may acquire a new passenger automobile to replace any agency-owned automobile which is no longer serviceable if it is necessary to assure the effective operation of the specified services by the agency and if no other automobile is available for that purpose. Within the meaning of this section, an automobile is no longer serviceable, only when it (a) has been rendered substantially unusable by accidental physical damage or theft, or (b) is a 1937 or older automobile, or (c) has been driven more than 100,000 miles.

CHAPTER V

Persons Authorized To Acquire New Passenger Automobiles By War Production Board

Sec. 501. Military forces and certain government agencies; exports.—The following persons are eligible to acquire new passenger automobiles without certificates: *Provided, however,* That, until the War Production Board establishes a system of permits to cover acquisitions by such persons, they shall complete in quadruplicate Form R-203 (Revised) covering each such acquisition and such forms shall be filed in the manner provided in paragraph (b) of Section 603:

(a) The Army, Navy, or Marine Corps of the United States, the United States Maritime Commission, the Panama Canal, the Coast and Geodetic Survey, the Coast Guard, the Civilian Aeronautics Authority, the National Advisory Commission for Aeronautics, or the Office of Scientific Research and Development.

(b) Any person who acquires a new passenger automobile for export to and consumption or use in any foreign country.

CHAPTER VI

Transfers Without Certificates

Sec. 601. Persons eligible to acquire for use.—The following persons are eligible to acquire a new passenger automobile for use, but cannot transfer such automobile except in accordance with the provisions of these Regulations:

(a) Persons acquiring new automobiles through transfer by will or intestacy, who may use such automobiles for any purpose.

(b) Trustees and receivers who acquire new passenger automobiles as part of the assets of a business, who may use such automobiles in connection with the operation of the business if they are allowed to do so by the court of their appointment.

(c) Insurers, junk dealers, or salvage companies acquiring any new passenger automobile which has been substantially destroyed by collision, fire, or otherwise: *Provided,* That such automobile shall be used only for scrap or salvage of its parts.

Sec. 602. Persons eligible to acquire only for purposes of resale.—The following persons are eligible to acquire new passenger automobiles by transfer without certificate only for purposes of resale.

(a) Dealers, distributors, manufacturers, or the Reconstruction Finance Corporation.

(b) Persons who in good faith have lent money on the security of or have financed the sale of the new passenger automobile being acquired.

(c) Persons distraining, levying by execution, attachment, or similar forms of judicial process, or repossessing on default.

Sec. 603. Procedure for transfers without certificates.—(a) *Documents required.*—Any person receiving a transfer made pursuant to this chapter shall fill out and execute in quadruplicate Form R-203 (Revised) to be issued by the Office of Price Administration, giving the information required by the form and obtaining the necessary supporting statement required on the form. The transferor, upon delivery of the automobile, shall retain for himself one copy of Form R-203 (Revised).

(b) *Filing of documents of transfer for use.*—If a transfer is made pursuant to Section 601 of this chapter, the transferor shall file, within 5 days of the transfer, one copy of Form R-203 (Revised) with the state or local agency having jurisdiction over the registration of motor vehicles, if a change of registration is involved; and two copies with the Board designated to serve the area in which the transfer is made. This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, N. Y.

(c) *Filing of documents of transfer for resale.*—If a transfer is made pursuant to Section 602 of this chapter, the transferor shall file, within 5 days of the transfer, three copies of Form R-203 (Revised) with the Board designated to serve the area in which the transfer is made. This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, N. Y., and one copy to the Local Board designated to serve the area in which the transferee or purchaser is located, if the transferor and transferee are not located in the same Board area.

(d) *Duty.*—If the transferor is a person other than a dealer or if the transferor refuses or is unable to fill out the statement on the form, the transferee shall file the documents with the agencies listed.

CHAPTER VII

Persons Eligible To Acquire New Passenger Automobiles by Transfers With Certificates

Sec. 701. Proof of necessity.—An applicant specified in Section 702 may

obtain a certificate only if he can establish the following facts:

(a) That use of the automobile is necessary to the efficient performance of the services specified in Section 702.

(1) The Board may not issue certificates under this section if the applicant can secure transportation without using such automobile. The applicant may establish that the transportation services for which he proposes to use the automobile are not otherwise available to him by showing (i) that no public transportation system reaches the areas to which he must go to carry on his business or occupation; or (ii) that public transportation services do not function at the times when it is necessary for the applicant to travel; or with the speed required by the applicant; or (iii) that public transportation will not enable him to carry material or equipment necessary to his work; or (iv) that the public transportation facilities are already too heavily loaded to afford the applicant transportation service. The Board may make such additional inquiry or require the applicant to show such other facts as will establish to the satisfaction of the Board that he would be unable to secure transportation if he did not obtain the automobile. The applicant may also be required to show that he regularly transports other persons to work with him or that he has exhausted the possibilities of doubling up with persons employed at the same place or with persons who travel the same route when such doubling up is advisable, as in the case of factory workers.

(2) Unless the applicant satisfies the Board that it will be impossible for him otherwise to perform services listed in Section 702, he must not be granted an automobile. The proof which the applicant must present to satisfy the Board will vary with the nature of the applicant's business or occupation. If public transportation facilities will enable the applicant to carry on his affairs or if the applicant's business or occupation can be carried on by correspondence or by telephone, transportation service rendered by a passenger automobile is not essential and, therefore, a certificate for an automobile must be denied.

(b) That the applicant needs not only automobile transportation but a new automobile for such transportation, because he does not own or have the use of a passenger automobile adequate for his purpose. In addition, to prevent an applicant from selling or otherwise disposing of an automobile which would meet his needs so that he could place himself in a position to claim eligibility for a new automobile, the Board should require applicants to list, and give reasons for, all recent transfers of automobiles made by him after January 1, 1942.

(c) That such passenger automobile will render services sufficiently valuable to the community and the nation to justify its operation, in view of the shortage of new automobiles and the size of the quota from which allotments must be made to all other applicants qualified under this section.

(1) Unless the applicant can prove that the services which the automobile will enable him to render are important to the community and to the war effort, no certificate should be granted to him, regardless of whether he can be supplied under the quota.

(2) Certificates should be granted by the Board with a view to the fact that many more persons may apply than can be satisfied under the quota. The Board should, whenever possible, apportion its quota so that it will have certificates to insure continued transportation facilities for persons whose services are most vital to the war effort.

(3) In deciding among applicants for the limited quota, the Board shall be guided not only by the nature of the services which the applicant renders but also by the extent to which others who do not require automobiles can render such services and the extent to which the automobile will be confined to use for services specified in Section 702 and will provide transportation for more than one person performing services included in that section.

Sec. 702. Eligibility classification.—When the conditions established in Section 701 and other applicable provisions of these Regulations are fulfilled, certificates authorizing the transfer of new passenger automobiles may be granted to the following persons:

(a) Physicians, surgeons, visiting nurses, or farm veterinaries who will use the automobile principally for professional services.

(1) The Board shall issue certificates only to those physicians, surgeons, and farm veterinaries who are licensed as such by the appropriate government authority, whose professional practice requires regular calls outside their offices, who must use the automobile to make their professional calls, and who will use it principally for that purpose.

(2) For the purposes of this subsection, "visiting nurse" means a nurse who is employed by a clinic, hospital, government agency, or similar organization, or by an industrial concern to make nursing or inspection calls for such agencies. The term "visiting nurse" does not include private nurses.

(b) Regularly practicing ministers of a religious faith when the automobile will be used principally for, and is essential to, the performance of religious duties in meeting the religious needs of the congregation served.

(c) Persons requiring ambulances. A certificate may be issued for any new passenger automobile used principally as an ambulance, even though such automobile is used also but not primarily as a hearse or for other purposes.

(d) Persons engaged in fire-fighting services. The Board may grant a certificate to a person so engaged only if it is assured that the automobile will be used exclusively for the performance of such services.

(e) Persons requiring new passenger automobiles to maintain necessary police services.

(1) In issuing certificates the Board shall be governed by the necessity of en-

abling the uniformed and nonuniformed personnel of any federal, state, or local police force to render efficient service in the prevention and detection of crime.

(2) Certificates shall not be issued for any new passenger automobile to be used in performing police services if such services can be performed without the use of such automobile. Such automobile shall not be used for licensing or inspection duty when regular public transportation will serve.

(f) Persons requiring new passenger automobiles to enable them to enforce such laws as relate specifically to the protection of public health and safety.

(1) This paragraph provides only for law enforcement services which relate directly and specifically to the protection of the public from accident and injury to health.

(2) The inspection of buildings and the establishments of sellers and producers of food and the discharge of similar duties do not in most instances require the use of automobiles. Certificates shall under no circumstances be issued except for automobiles to be used in the performance of services which cannot be performed satisfactorily by officers using public transportation facilities.

(3) The enforcement of laws relating directly to the public health and safety shall include inspection by employees of federal, state, or local governments of food and similar commodities and establishments engaged in producing such commodities when the primary purpose of such inspection is the discovery of contamination or similar danger to the public health, but shall not include inspection where the primary purpose is to grade, standardize, prevent fraud, or establish sound business practices.

(g) Persons requiring new passenger automobiles to maintain mail services by or on behalf of the United States.

(h) Persons furnishing licensed jitney, taxi, or similar transportation service to the general public.

(1) Certificates may be issued under this paragraph for passenger automobiles, used principally to provide jitney, taxi, or similar services, licensed by an appropriate government authority to transport the general public, but only in areas where streetcars, busses, and similar transportation services are inadequate to meet the needs of the public. Such services may be inadequate because of a shortage of suitable equipment or because they do not extend to outlying areas which use taxi service as a normal means of mass transportation, and not as a luxury service.

(2) Certificates may not be granted under this paragraph for passenger automobiles which are rented, with or without chauffeurs, for the exclusive use of individuals rather than for taxi, jitney, or similar service to the general public.

(i) Persons who require automobiles for transportation between places where construction or mechanical, structural, or highway maintenance and repair services are needed. Certificates may

be issued under this paragraph only to provide transportation between jobs and not to provide the applicant with transportation from his residence to his principal place of business or employment.

(j) Executives, engineers, technicians, and workers, requiring automobiles for transportation to and from, or within, factories, power plants, transportation or communication facilities, farms, lumber camps, mines, military or naval establishments, or similar places of employment when the work done at such places of employment is essential, directly or indirectly, to the prosecution of the war.

(k) Officers and employees of federal, state, or local or foreign governments engaged in the performance of government functions essential to the public health, safety, or the war effort and requiring such automobiles for transportation on official business.

(l) Certificates may be granted under this paragraph to enable government employees to perform functions essential to public health, safety, or the war effort, including such officials as fire wardens, ordnance inspectors and mine inspectors.

(2) Certificates may be granted under this paragraph only to government employees who use their cars principally for their official functions and only when such functions cannot, because of the lack of other transportation facilities, be performed without the use of such cars. Certificates may not be granted under this paragraph to make possible the transportation of government employees from their residences to their places of employment.

(3) Certificates may be granted under this paragraph to enable government employees to preserve or protect natural resources or to discover natural resources vital to the war effort.

(l) Persons requiring automobiles for the transportation of produce and supplies to and from a farm if the applicant does not own or possess a truck or other practicable means of transportation.

(m) Traveling salesmen who are engaged in the sale of machinery, or similar equipment, for farms, factories, mines, oil wells, lumber camps, and similar productive establishments, and of foods and medical supplies.

(1) Certificates may be granted under this paragraph only to salesmen of the commodities specified and only in cases where the sale of such commodities cannot be made by other means, including mail and telephone.

(n) Persons requiring automobiles to transport newspapers for wholesale delivery.

CHAPTER VIII Federal Agencies

SEC. 801. *Application; certificates.*—Any Federal agency, other than those provided for in Chapter V, which is eligible to acquire a new passenger automobile under Chapter VII shall make application on OPA Form R-216 to the Procurement Division of the Treasury Department. If the Procurement Division finds that the statements made in the

application are true, it shall present the application to the Office of Price Administration. If the Office of Price Administration finds the applicant to be eligible, it may issue to the Procurement Division a certificate authorizing the purchase, subject to the quota established for this purpose.

CHAPTER IX

Applications By Persons Other Than Federal Agencies

SEC. 901. *Application for certificate to purchase new passenger automobiles by persons other than federal agencies.*—

(a) Any person other than a federal agency who believes that he comes within one of the classifications set forth in Chapter VII may file with the Board an application for authority to purchase a new passenger automobile. Such application shall be filed on Form No. R-213.

SEC. 902. *Preparation of application.*—(a) Copies of Form No. R-213 may be obtained from Local Rationing Boards. Form No. R-213 may be reproduced by any person provided that no change is made in the size, style, and content thereof.

(b) (1) *Name of applicant.*—(i) An individual shall state his given name, middle name, and surname. In all cases where an individual regularly doing business under a trade name makes an application, he shall state, in addition to his name, the trade name under which he is doing business; for example, John James Doe, doing business as Doe Trucking Co.

(ii) A partnership shall state the trade name regularly used by such partnership and the fact that it is a partnership; for example, Doe & Roe Transportation Co., a partnership.

(iii) A corporation shall give its full name as it appears on its corporate charter; for example, Doe Transportation Co., Inc.

(iv) A state or any political subdivision thereof shall state its name; for example, the State of Wisconsin; Village of Winnetka, Ill.

(2) *Addresses and telephone numbers of applicant.*—(i) An individual shall state his residence or business or office address and telephone number thereof.

(ii) A partnership shall state the address and telephone number of one place of business of the partnership within the area administered by the Board.

(iii) A corporation shall state the address and telephone number of one place of business of the corporation within the area administered by the Board.

(iv) A state or any political subdivision thereof shall state the address and telephone number of one of its offices within the area administered by the Board.

(v) If there is no place of business or office within the area administered by the Board, although the automobile applied for is to be garaged or stationed within that area, the applicant shall state the address of the place of business or office nearest the place where the automobile is to be garaged or stationed.

(3) *Certification by applicant.*—The applicant shall certify the facts stated in the application, in the manner and form provided for such certification. In executing the certification:

(i) An individual shall sign his full name. In cases where an individual does business under a trade name, he shall set forth such trade name following his signature; for example, John Doe doing business as Doe Transportation Co.

(ii) A partnership shall set forth the name of the partnership followed by the legend, "a partnership," following which a partner or a duly authorized agent of the partnership shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Co., a partnership, by John James Doe, a partner; or Doe Transportation Co., a partnership, by Richard Roe, store manager, its duly authorized agent.

(iii) A corporation shall set forth the full name of the corporation as it appears in its charter, followed by the legend, "a corporation," following which an officer of the corporation, or a duly authorized agent thereof, shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Co., Inc., a corporation, by John James Doe, president, or Doe Transportation Co., Inc., a corporation, by Richard Roe, truck superintendent, its duly authorized agent.

(iv) A state or political subdivision thereof shall set forth its name, followed by the signature of an officer or duly authorized representative, giving his position, preceded by the word "by"; for example, State of _____ by John James Doe, Superintendent of Highways.

SEC. 903. *Action by the Board upon applications.*—Before granting an application for a certificate of permission to purchase a new passenger automobile, the Board shall satisfy itself that the applicant has properly executed his application, including all the agreements therein contained, that all the facts stated in the application are true, and that the applicant has satisfied all the applicable requirements and conditions specified by these Regulations.

SEC. 904. *Basis for Board consideration.*—If the Board has before it applications for new passenger automobiles which in its judgment satisfy all the requirements of these Regulations but which together call for the allotment of passenger automobiles in excess of the applicable quota of the Board, the Board shall, in determining which of the competing needs are to be satisfied, be governed by the relative importance to the war program, public safety, health and morale of the operation of a passenger automobile in the various services named in the applications.

The determination of facts shall be made upon the basis of the application and all other information which comes to the knowledge of the Board. In acting upon applications, the Board shall observe all regulations herein contained and all additional regulations from time to time hereafter issued by the Office of Price Administration. The Board shall

at all times serve the objectives sought by the automobile rationing program and allocate new automobiles to the most vital civilian uses and to uses essential to the war effort. The Board may, in its discretion, request the applicant or his authorized representative to appear in person at a designated time at the office of the Board to answer pertinent questions. The Board should keep in mind and should impress upon applicants that the supply of new passenger automobiles is extremely limited and that it is not sufficient for the applicant to show that he comes within one of the eligibility classifications in order for him to receive a certificate. He must also show the relative importance of his need.

Sec. 905. Notation of reasons for action.—When the Board determines that an application shall be granted, the reasons therefor shall be noted upon the application, together with the serial number of the certificate issued, and a notation shall be made as to whether the certificate issued is a quota or non-quota certificate. In all cases where an application is refused, the reasons for such refusal shall likewise be noted upon the application.

CHAPTER X

Certificates for New Passenger Automobiles

Sec. 1001. Notification.—After acting upon an application, the Board shall notify the applicant of its decision. In cases where the Board authorizes an applicant to purchase a new passenger automobile, the Board shall immediately issue to such applicant a nontransferable certificate for the purchase of a new passenger automobile. The certificate shall be issued on Form R-214 if the applicant is entitled to a quota certificate and on Form R-215 if the applicant is entitled to a non-quota certificate.

Sec. 1002. Form of certificate.—The nontransferable certificate for the purchase of a new passenger automobile shall be serially numbered and shall be divided into five parts bearing the same serial number: (1) Part A shall be delivered to the dealer or transferor and be filed by him with the Board serving the area where the transfer was made (said Board shall forward this part to the issuing Board); (2) Part B shall be filed by the purchaser, within 5 days after delivery of the automobile, with the state or local agency having jurisdiction over registration of motor vehicles; (3) Part C shall be retained by the dealer or transferor; (4) Part D shall be mailed within 5 days after delivery of the automobile by the dealer or transferor to the Local Board designated to serve the area in which the transfer was made (this part shall be forwarded by the Board to the Office of Price Administration, Automobile Inventory Unit, New York N. Y.); (5) Part E shall be retained by the purchaser or transferee.

Sec. 1003. Execution by issuing Board.—It shall be the responsibility of the Board, prior to issuing a certificate, to insert on each part the information

designated to be filled in by the Board. No certificate will be valid unless Parts A and B are signed by at least two members of the issuing Board. Prior to delivering the certificate to the applicant, the Board shall require the applicant or his agent to sign Parts A and B of the certificate in the presence of a member or the clerk of the Board. When all the foregoing steps have been taken by the issuing Board, the Board shall deliver the certificate to the applicant or his agent.

Sec. 1004. Action by purchaser.—(a) Upon receiving the certificate so executed, the applicant may, within 30 days from the date of issue, purchase a new passenger automobile from any dealer or transferor at a price not in excess of the maximum price established by the Office of Price Administration.

(b) The applicant must present to the dealer or transferor all parts of the certificate, in the form in which it was given to him by the issuing Board.

Sec. 1005. Action by dealer or transferor.—(a) Prior to delivering a new passenger automobile pursuant to a certificate surrendered to him, a dealer or transferor shall require the purchaser or the purchaser's agent to sign his name in the space provided for this purpose on Parts A and C of the certificate. If the signatures do not appear to be the signatures of the person who signed in the presence of a member or clerk of the Board on Parts A and B, the dealer or transferor shall refuse to sell or deliver an automobile to the person presenting the certificate and shall report the facts to the issuing Board.

(b) If the signatures appear to be executed by the same person, the dealer or transferor or his authorized agent shall, in the presence of the purchaser, or the purchaser's agent, fill in the remaining portions of Parts A, B, C, D, and E, which have not been completed by the issuing Board.

CHAPTER XI

Appeals

Sec. 1101. Grounds for appeal to the State Rationing Administrator.—Any applicant for a new passenger automobile whose application has been denied by the Board and who believes that such action is in conflict with these Regulations may file an appeal from such action with the State Rationing Administrator.

Sec. 1102. Filing of appeals.—(a) An appeal from an action taken by a Board may be filed only within 30 days after such action has been taken.

(b) The applicant shall file a statement in writing and under oath setting forth the specific section of the Regulations which he believes to be inconsistent with the action taken by the Board and stating in full the facts on which he grounds his appeal.

Sec. 1103. Action on appeals.—The State Rationing Administrator may require the Board or the appellant to furnish pertinent information, in addition to that furnished before the Board, with respect to any appeal pending

before him. The State Rationing Administrator may affirm the decision of the Board, or may reverse or modify such decision and remand the matter to the Board for consistent action. The State Rationing Administrator's ruling shall be in writing and shall be communicated to the appellant and to the Board. If he reverses or modifies the decision, he shall send a copy of his ruling to the Office of Price Administration. He shall act on the appeal within 30 days after its filing.

Sec. 1104. Review by the Office of Price Administration.—If an appellant feels aggrieved by the ruling of the State Rationing Administrator, he may, within 30 days thereafter, file a written petition for review with the Office of Price Administration, Washington, D. C. If the Office of Price Administration, in its discretion, elects to review the matter, it may require the furnishing of additional pertinent information. The Office of Price Administration may affirm the ruling of the State Rationing Administrator, or may reverse or modify such ruling and remand the matter to the Board for consistent action. The ruling of the Office of Price Administration shall be in writing and shall be communicated to the appellant, to the Board, and to the State Rationing Administrator.

CHAPTER XII

Records

Sec. 1201. Records to be kept by Board—posting.—All applications for new passenger automobiles received by the Board shall be filed. Records shall be kept by the Board of such pertinent and material data as may be required by the Office of Price Administration. At intervals of not more than one week, a list of all certificates issued and names of recipients shall be posted at the office of the Board and shall be released to the press.

Sec. 1202. Records to be kept by dealers.—(a) Every person selling a new passenger automobile shall maintain a file containing all certificates which have been presented by applicants to whom transfers of new passenger automobiles have been made and prepare reports requested by the Board in his area and by the Office of Price Administration.

(b) Any dealer who discontinues business may turn over to the Local Rationing Board in his area the records he is required to keep under subsection (a) hereof.

Sec. 1203. Filing of reports.—All persons shall file reports to the extent required elsewhere in these Regulations. In addition, all persons affected by these Regulations shall make such reports as may from time to time be required by the Office of Price Administration and the War Production Board.

CHAPTER XIII

Enforcement

Sec. 1301. Criminal prosecutions.—Any person who violates any provision of these Regulations or who by any act or omission knowingly falsifies an application, certificate or any record which he is required to keep by the terms of these

Regulations or who otherwise knowingly furnishes false information to a Board, State Rationing Administrator, or to the Office of Price Administration, or who conspires with another person to perform any of the foregoing acts, shall be subject to the penalties therefor, including a recommendation to the Attorney General for prosecution pursuant to Section 35 (A) of the Criminal Code (title 18, U. S. C., sec. 80) and other applicable statutes.

Sec. 1302. Denial of materials.—Any person who violates these Regulations will also be denied the right to receive any new passenger automobile materials which are now or in the future may be under allocation by the Office of Price Administration, and the Office of Price Administration will recommend to the

War Production Board that he be denied the right to receive any other materials which are now or in the future may be under allocation.

Sec. 1303. Publicity.—In the event of a refusal or failure to abide by the provisions of these Regulations, the Office of Price Administration in addition to the foregoing penalties, will make every effort to insure that complete information is given to the public and to appropriate officials of the local, state, and federal governments.

Sec. 1304. Other methods of enforcement.—The Office of Price Administration may also take such other action for the enforcement of the provisions of these Regulations as may be necessary, including application to courts and to appropriate agencies of local, state and federal governments in order to invoke

such powers as may be available and appropriate in connection therewith.

Sec. 1305. Complaint of violations.—Any person may report a violation of these Regulations to a Board, Local Rationing Administrator, State Rationing Administrator, Regional or Field Office of the Office of Price Administration, or to the Office of Price Administration at Washington, D. C. An official or employee of the office to which the report is made shall fill out a complaint, secure the signature of the complainant if possible, and transmit the complaint for investigation and action in accordance with the instructions of the Office of Price Administration.

Issued this 21st day of February 1942, and effective March 2, 1942.

LEON HENDERSON,
Administrator.

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War Production Board that he be denied the right to receive any other materials which are now or in the future may be under allocation.

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The Office of Price Administration may also take such other action for the enforcement of the provisions of these Regulations as may be necessary, including application to courts and to appropriate agencies of local, state and federal governments in order to invoke

OFFICE OF PRICE ADMINISTRATION

APPLICATION FOR AUTHORIZATION TO PURCHASE NEW PASSENGER AUTOMOBILE

(A separate application must be made for each automobile.)

To Be Filled In By Board

Rationing Board No. _____

Application No. _____

Date received _____

Date _____

1. Applicant's name _____ Telephone _____

2. Applicant's address _____
(R. F. D. or street address) (City) (County) (State)

3. Applicant's occupation _____

4. Have you made any other application for a passenger automobile to this or any other Board? _____
(Yes or no)

If so, to what Board was it made? _____

On what date? _____ Is the application pending? _____ If not, was
(Month) (Day) (Year) (Yes or no)

it (check one) ☐ allowed? ☐ denied? If denied, explain what circumstances justify this applica-
tion _____

5. If you are authorized to acquire an automobile, where will it be garaged or normally stationed? _____

(R. F. D. or street address) (City or post office) (County) (State)

6. Information regarding eligibility:

(a) State eligibility group within which you fall _____
(See instructions on page 4 for eligibility groups. For example, group (b); group (c).
See Regulations, Section 702, for statement of qualifications of each group.)

(b) State facts supporting claim to eligibility classification _____

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7. State why use of a new automobile is necessary to the performance of the services listed and explain the value of the services to the community and the nation (see Regulations, Section 701, for statement of proof required) _____

QUESTIONS 8, 9, AND 10 SHALL BE ANSWERED ONLY IF APPLICANT IS AN INDIVIDUAL

8. State month and year when you became regularly engaged in a business or profession necessitating a passenger automobile _____ (Month) _____ (Year)

9. Information regarding need for automobile transportation:

(a) What specific locations (towns, communities, factories, mines, etc.) must you reach in performing the services described in item 6 (b)? _____

(b) What transportation facilities, other than a passenger automobile owned by you, are available for reaching these locations? _____

(c) Why are these facilities not adequate? _____

(d) How many passenger automobiles do you own? _____ Explain why not adequate for your use _____

(e) List all recent transfers of passenger automobiles made by you since January 1, 1942, and explain the reason for such transfers _____

(f) Is any passenger automobile owned or operated by, or subject to the control of, any member of your immediate family (i. e., spouse, child, or dependent living in your home) and not fully employed for one or more of the purposes specified in the eligibility classifications? _____

_____ If so, how many? _____ Explain why not available and adequate for your use _____

(9) If this application is granted, how many persons will use the automobile for purposes falling within one or more of the eligibility classifications? _____

10. Information indicating the public importance of the use of the automobile for purposes for which application is made:

(a) State the exact nature of the services rendered by you _____

(b) Are you engaged in the production of war materials? _____ If not, explain the importance of your services to the war effort _____

CERTIFICATION BY APPLICANT

I, _____, certify that I am the applicant (or, if the applicant is a State or political subdivision thereof, or a partnership or corporation, that I am an officer or duly authorized representative of the State or political subdivision, or partnership or corporation authorized to make this application); that I have read this application; that all statements and answers made therein are true; that I do not intend to and will not sell or in any way transfer the certificate issued to me; that I do not intend to and will not purchase the above-described automobile at a price in excess of the maximum price established by the Office of Price Administration.

Section 35 (A) of the United States Criminal Code (18 U. S. C. A. 80) makes it a criminal offense to make a false statement or representation to any department or agency of the United States as to any matter within the jurisdiction of any department or agency of the United States.

(Sign) _____

Address _____

(To be signed by the applicant. If the applicant is a State or political subdivision thereof, to be signed by any person authorized to make purchases. If the applicant is a corporation or partnership, to be signed by an officer, partner, or duly authorized agent thereof.)

ACTION OF BOARD

1. Date of action _____

2. Application (check one): ☐ Allowed. ☐ Refused.

3. If allowed, serial number of certificate issued _____

Certificate was (check one): ☐ Quota. ☐ Nonquota.

Reasons for allowance of application _____

(a) Eligibility group in which applicant placed _____

(b) Additional facts Board deems relevant _____

4. If refused, indicate reason by checking one of the following:

- ☐ Failure to establish eligibility classification.
- ☐ Failure to establish need.
- ☐ Failure to establish public importance of use.
- ☐ Other reasons (explain under "Remarks").

Remarks _____

INSTRUCTIONS FOR FILLING IN O. P. A. APPLICATION FORM R-213

Before filling out this application read Chapter VII of the New Passenger Automobile Rationing Regulations carefully. Unless you qualify under the requirements of this chapter your application cannot receive favorable consideration.

Due to the shortage of new passenger automobiles, many important needs will have to go unsatisfied. The burden of establishing your need rests upon you.

Answer the questions carefully and fully. Be certain that you have presented every reason that justifies your use of a new passenger automobile.

Point out particularly why you cannot obtain other means of transportation and in what way your use of a new passenger automobile will further the war effort. With this application, you may include letters or documents which help to establish your need for and the importance to the war effort of your obtaining a new passenger automobile.

In filling in Application Form R-213, applicants shall use ink, typewriter, or indelible pencil, and shall conform with the following instructions:

Name of applicant:

An individual shall state his given name, middle name, and surname. In all cases where an individual regularly doing business under a trade name makes an application, he shall state, in addition to his name, the trade name under which he is doing business; for example, John James Doe doing business as Doe Trucking Company.

A partnership shall state the trade name regularly used by such partnership; for example, Doe & Roe Transportation Company, a partnership.

A corporation shall give its full name as it appears on its corporate charter; for example, Doe Transportation Company, Inc.

A State or any political subdivision thereof shall state its name; for example, the State of Wisconsin; Village of Winnetka, Illinois.

Addresses and telephone numbers of applicant:

An individual shall state his residence or business or office address and telephone number thereof.

A partnership shall state the address and telephone number of one place of business of the partnership within the area administered by the Rationing Board.

A corporation shall state the address and telephone number of one place of business of the corporation within the area administered by the Rationing Board.

A State or any political subdivision thereof shall state the address and telephone number of one of its offices within the area administered by the Rationing Board.

If there is no place of business or office within the area administered by the Board, although the automobile applied for is to be garaged or stationed within that area, the applicant shall state the address of the place of business or office nearest the place where the automobile is to be garaged or stationed.

Certification by applicant:

The applicant shall certify the facts stated in the application, in the manner and form provided for such certification.

An individual shall sign his full name. In cases where an individual does business under a trade name, he shall set forth such trade name following his signature; for example, John Doe doing business as Doe Transportation Company.

A partnership shall set forth the name of the partnership followed by the legend, "a partnership," following which a partner, or a duly authorized agent of the partnership, shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Company, a partnership, by John James Doe, a partner; or Doe Transportation Company, a partnership, by Richard Roe, Store Manager, its duly authorized agent.

A corporation shall set forth the full name of the corporation as it appears on its charter, followed by the legend, "a corporation," following which an officer of the corporation, or a duly authorized agent thereof, shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Company, Inc., a corporation, by John James Doe, President; or Doe Transportation Company, Inc., a corporation, by Richard Roe, Truck Superintendent, its duly authorized agent.

A State or political subdivision thereof shall set forth its name, followed by the signature of an officer or duly authorized representative, giving his position, preceded by the word "by"; for example, State of _____ by John James Doe, Superintendent of Highways.

ELIGIBILITY CLASSIFICATION GROUPS

Certificates for new passenger automobiles may be issued to the following persons TO THE EXTENT, AND ONLY TO THE EXTENT, permitted by the Order and Regulations issued by the Office of Price Administration:

- (a) Physicians, surgeons, visiting nurses, or farm veterinaries who will use the automobile principally for professional services.
- (b) Regularly practicing ministers of a religious faith.
- (c) Persons requiring ambulances.
- (d) Persons engaged in fire-fighting services.
- (e) Persons requiring new passenger automobiles to maintain necessary police services.
- (f) Persons requiring new passenger automobiles to enable them to enforce such laws as related specifically to the protection of public health and safety.
- (g) Persons requiring new passenger automobiles to maintain mail services by or on behalf of the United States.
- (h) Persons furnishing licensed jitney, taxi, or similar transportation service to the general public.
- (i) Persons who require automobiles to transport them between places where construction or mechanical, structural, or highway maintenance and repair services are needed.
- (j) Executives, engineers, technicians, and workers, requiring automobiles for transportation, to and from, or within factories, power plants, transportation or communication facilities, farms, lumber camps, mines, military or naval establishments, or similar places of employment when the work done at such places of employment is essential, directly or indirectly, to the prosecution of the war.
- (k) Officers and employees of Federal, State, or local or foreign governments engaged in the performance of government functions essential to the public health, safety, or the war effort and requiring such automobiles for transportation on official business.
- (l) Persons requiring automobiles for the transportation of produce and supplies to and from a farm if the applicant does not own or possess a truck or other practicable means of transportation.
- (m) Traveling salesmen who are engaged in the sale of machinery or similar equipment for farms, factories, mines, oil wells, lumber camps, and similar productive establishments, and of foods and medical supplies.
- (n) Persons requiring automobiles to transport newspapers for wholesale delivery.

OFFICE OF PRICE ADMINISTRATION

QUOTA CERTIFICATE FOR ACQUISITION OF NEW PASSENGER AUTOMOBILE

NONTRANSFERABLE—VOID THIRTY DAYS AFTER ISSUE

Certificate Serial No. A 000000

PART A

(At least two members of the board, the dealer or transferor, and the purchaser must sign at the places indicated on this part)

(TO BE FILLED IN BY LOCAL RATIONING BOARD)

(1) Date of Issue

(2) Rationing board No.

(3) Address of board

(Street)

(City or post office)

(County)

(State)

(4) Name of purchaser

(5) Address of purchaser

(R. F. D. or street)

(City or post office)

(County)

(State)

CERTIFICATION

THIS IS TO CERTIFY that at any time within 30 days from the date hereof the above-named purchaser is authorized to purchase a new passenger automobile from any dealer or transferor.

(6) Signature of purchaser or the agent representative thereof who signed application. Must be signed in presence of member or clerk of board.

(7) Signature of member of hearing board

(8) Signature of member of hearing board

(9) Signature of member of hearing board

(TO BE FILLED IN BY DEALER OR TRANSFEROR)

(10) Name of dealer or transferor

(11) Address of dealer or transferor

(R. F. D. or street)

(City or post office)

(County)

(State)

(12) Description of new automobile

(Make)

(Model year)

(Serial No.)

(Factory No.)

(Body type)

(13) (a) Date of delivery of new automobile

(Month)

(Day)

(Year)

(b) Price paid, \$

(14) Description of trade-in, if any

(Make)

(Model year)

(Body type)

(15) Amount of trade-in allowance, \$

STATEMENT OF THE PURCHASER

I CERTIFY that all of the above information is true and correct; that I received delivery of the above-described automobile on the date indicated; that the sale price thereof was not in excess of the maximum price established by the Office of Price Administration.

(16) (Signed)

(Must be signed in presence of dealer or transferor or purchaser or agent representative who signed above in the presence of member or clerk of board.)

STATEMENT OF DEALER OR TRANSFEROR

I CERTIFY that I am the above-named dealer or transferor (or a representative thereof duly authorized to make this statement); that all the information given above is true and correct; that the sale price of the above-described automobile did not exceed the maximum price established by the Office of Price Administration; that I have compared the signature of the purchaser (or his representative), executed in the presence of a member or clerk of the board, with the signature, executed in my presence, of the person to whom I have delivered the automobile; that I believe said signatures are signatures of the same person; and that to the best of my knowledge and belief this transaction is regular and proper in all respects.

(17) (Signed)

(Signature of dealer, transferor, or representative)

(18)

(If representative, include name)

Section 15 (A) of the United States Criminal Code (18 U. S. C. A. 80) makes it a criminal offense to make a false statement or representation to any Department or agency of the United States as to any matter within the jurisdiction of any Department or agency of the United States.

Within 5 days after delivery of the automobile the dealer or transferor must file this part with the local board designated to serve the area in which the transaction was made. The Board shall forward this part to the hearing board.

PART B

Certificate Serial N° A 000000

(At least two members of the board and the purchaser must sign at the places indicated on this part)

(THIS PART SHALL BE FILLED IN BY THE LOCAL RATIONING BOARD EXCEPT THAT THE DEALER OR TRANSFEROR SHALL INSERT HIS NAME AND ADDRESS AND THE DESCRIPTION OF THE NEW AUTOMOBILE)

(19) Rationing board No. _____ (20) Date of Issue _____
 (21) Address of board _____
 (22) Name of purchaser _____
 (23) Address of purchaser _____
 (24) Name of dealer or transferor _____
 (25) Address of dealer or transferor _____
 (26) Description of new automobile _____
 (27) _____

Within 5 days after delivery of the automobile, the purchaser must file this part with the State or local agency having jurisdiction over the registration of motor vehicles, accompanied by the documents necessary to effect registration.

(28) _____
 (29) _____
 (30) _____

PART C

Certificate Serial N° A 000000

(At the time the automobile is delivered the purchaser must sign at the place indicated on this part)

(PARTS C, D, AND E SHALL BE FILLED IN BY THE LOCAL RATIONING BOARD EXCEPT THAT THE DEALER OR TRANSFEROR SHALL INSERT HIS NAME AND ADDRESS AND THE DATE OF DELIVERY AND DESCRIPTION OF THE NEW AUTOMOBILE)

(31) Rationing board No. _____ (32) Date of Issue _____ (33) Date of delivery of automobile _____
 (34) Address of board _____
 (35) Name of purchaser _____
 (36) Address of purchaser _____
 (37) Name of dealer or transferor _____
 (38) Address of dealer or transferor _____
 (39) Description of automobile _____

I HEREBY CERTIFY that I received delivery of the above-described automobile on the date indicated.

This part shall be retained by the dealer or transferor.

(40) _____
 (This to be signed in presence of dealer or transferor by purchaser or by agent representative who signed Part A)

Certificate Serial N° A 000000

PART D

(41) Rationing board No. _____ (42) Date of Issue _____ (43) Date of delivery of automobile _____
 (44) Address of board _____
 (45) Name of purchaser _____
 (46) Address of purchaser _____
 (47) Name of dealer or transferor _____
 (48) Address of dealer or transferor _____
 (49) Description of automobile _____

Within 5 days after delivery of the automobile, the dealer or transferor must mail this part to the local rationing board designated to serve the area in which the transfer was made. This board shall forward this part to the Office of Price Administration, Automobile Inventory Unit, New York, N. Y.

Certificate Serial N° A 000000

PART E

(50) Rationing board No. _____ (51) Date of Issue _____ (52) Date of delivery of automobile _____
 (53) Address of board _____
 (54) Name of purchaser _____
 (55) Address of purchaser _____
 (56) Name of dealer or transferor _____
 (57) Address of dealer or transferor _____
 (58) Description of automobile _____

The purchaser or transferor shall retain this part

OFFICE OF PRICE ADMINISTRATION

REPORT ON TRANSFER OF NEW PASSENGER AUTOMOBILE WITHOUT A CERTIFICATE

(To be prepared in quadruplicate in accordance with instructions on reverse)
STATEMENT OF PURCHASER OR TRANSFEREE

(1) The transfer reported herewith is for the following purpose: (Check one.) ☐ Use. ☐ Salvage of parts or scrap. ☐ Resale.

(2) Name _____
(State full individual, partnership, or corporate name)

(3) Address _____
(R. F. D. or street address)

(4) The transfer reported herewith is one which may be made, without a certificate, pursuant to Chapter V or VI of Rationing Order No. 2A for the purpose indicated above, and falls within the following classification:

- _____ Sale to a dealer, manufacturer, distributor, or the Reconstruction Finance Corporation.
- _____ Acquisition by distraint, execution, attachment, and similar forms of judicial process or by repossession on default.
- _____ Acquisition by will or intestacy, or acquisition by operation of law by a trustee or receiver in bankruptcy, insolvency, or receivership.
- _____ Acquisition by an insurer, junk dealer, or salvage company for salvage of parts or scrap.
- _____ Other type of transfer. (Specify what type.) _____

(5) On what date was the transfer made? _____
(Month) (Day) (Year)

(6) Does this statement cover the transfer of more than one automobile? _____ If so, how many? _____
(Yes or no)

(7) Give the following description of the passenger automobile concerning which this report is made:*

*If report covers more than one automobile, see instructions and attach rider describing each automobile as above.

I CERTIFY that I am the purchaser or transferee named above (or a representative thereof duly authorized to make this statement); that I have prepared the above statement and that the information therein contained is true and correct; that the sale price of the above-described automobile was not in excess of the maximum price established by the Office of Price Administration; that, if the Statement of the Seller or Transferor is not signed by him, the transferor refused or was unable to do so, and I inserted the information therein and believe it to be in all respects true and correct.

(Signature of purchaser or transferee or representative)

(If representative, indicate position held)

STATEMENT OF SELLER OR TRANSFEROR

(In the event the transferor refuses or is unable to complete this statement, the purchaser or transferee must supply the information required.)

(8) Name _____
(State full individual, partnership or corporate name)

(9) Address _____
(R. F. D. or street address)

(10) Is the transferor a dealer? _____ (Yes or no)

(11) Was the new passenger automobile taken from the pool? _____ (Yes or no)

I CERTIFY that I am the seller or transferor named above (or a representative thereof duly authorized to make this statement); that I have prepared the above statement and that the information therein contained is true and correct; that the sale price of the above-described automobile was not in excess of the maximum price established by the Office of Price Administration; that I have read the complete in any respect.

Section 35 (A) of the United States Criminal Code (18 U. S. C. A. 89) makes it a criminal offense to make a false statement or representation to any department or agency of the United States or to any matter within the jurisdiction of any department or agency of the United States.

(Signature of seller or transferor or representative)

(If representative, indicate position held)

INSTRUCTIONS FOR FILLING IN O. P. A. FORM R-203 (Revised)

This report must be executed and filed with respect to any transfer of a new passenger automobile made pursuant to Chapter VI of Rationing Order No. 2A, and, to the extent provided in Chapter V, with respect to transfers of new passenger automobiles made pursuant thereto.

OBLIGATION TO COMPLETE FORM

The purchaser or transferee must fill in and execute the appropriate portions of this form in quadruplicate. Except as provided in the form, the purchaser or transferee must obtain execution of the Statement of Seller or Transferor.

FILING REQUIREMENTS

Transfers for resale: If a transfer is made for purposes of resale, the transferor shall, within 5 days of the transfer, file three copies of Form R-203 (Revised) with the Board designated to serve the area in which the transfer is made. (This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, New York, and one copy to the Local Board designated to serve the area in which the transferee or purchaser is located, if the transferor and transferee are not located in the same Board area.) The transferor shall retain one copy.

Transfers for use: If a transfer is made for purposes of use or for salvage of parts or scrap the transferor shall, within 5 days of the transfer, file one copy of Form R-203 (Revised) with the State or local agency having jurisdiction over the registration of motor vehicles if a change of registration is involved, and two copies with the Board designated to serve the area in which the transfer is made. (This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, New York.) The transferor shall retain one copy.

If the transferor is a person other than a dealer, or if the transferor refuses or is unable to fill out the statement on the form, the transferee shall file the documents with the agencies listed.

SEPARATE AND COMBINED REPORTS

A *separate* report on this form must be made for each automobile transferred *except* in the case of the transfer of several automobiles between the same parties at the same time where no registration of any such automobile is required with the State or local agency having jurisdiction over the registration of motor vehicles. In case this report covers more than one automobile, a rider must be attached to each copy, giving the description of each automobile as set forth in item 7. If this report covers more than one automobile, all information given and statements made herein shall be deemed to be applicable to all such automobiles.

NAMES

An *individual* shall state his given name, middle name, and surname. An individual regularly doing business under a trade name shall state, in addition to his name, the trade name under which he is doing business; for example, John James Doe doing business as Doe Trucking Co.

A *partnership* shall state the trade name regularly used by such partnership; for example, Doe & Roe Transportation Co., a partnership.

A *corporation* shall give its full name as it appears on its corporate charter; for example, Doe Transportation Co., Inc.

A *State* or any political subdivision thereof shall state its name; for example, the State of Wisconsin; Village of Winnetka, Ill.

A *Federal department or agency* shall state its name; for example, United States Department of Labor. If a branch thereof the name of the branch shall be given; for example, Chicago Regional Office of United States Department of Labor.

ADDRESSES AND TELEPHONE NUMBERS

An *individual* shall state his residence or business or office address and the telephone number thereof.

A *partnership* shall state the address and telephone number of its place of business within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

A *corporation* shall state the address and telephone number of its place of business within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

A *State* or any political subdivision thereof shall state the address and telephone number of its office within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

A *Federal department or agency* shall state the address and telephone number of its office within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

EXECUTION OF FORM

The purchaser or transferee, and the seller or transferor (or duly authorized representative thereof), must sign the form at the places indicated. If the form is executed by a representative, he must indicate the position held by him.

E. Nelson
COPY
CULLINAN, HICKEY, and Cullinan
Attorneys at Law
1400 Mills Tower
San Francisco, California

March 11, 1942

Albert C. Agnew, Esq.,
Attorney at Law,
Federal Reserve Bank Building,
San Francisco, California.

Dear Mr. Agnew:

The maid in my home is an American citizen of Japanese parentage. She is 18 years old and has a sister 16 and a brother 10. These children own a home in San Francisco. At the time of the purchase of this home, a guardian of their estate was appointed by the superior court here. The guardian is, I understand, a Japanese. The Bank of America holds a mortgage on the property and monthly payments have been made for some years.

At the time these children will be evacuated the question of the right of the bank to foreclose on this property will arise. I would greatly appreciate it if you could give me any information regarding the steps the Treasury Department has decided to take or is planning to take with respect to a situation such as this one.

If you have any information with respect to provisions for supporting a family like this during evacuation, I would appreciate your letting me know so that I can relieve this particular family from some of their worries.

The children live on this property with their mother who, by virtue of her marriage to a Japanese alien, is a citizen of Japan. I assume that the children would be moved with their mother.

Very truly yours,

(signed - Vincent Cullinan)

4 15

MEMORANDUM TO MR. ARMSTRONG:

Mr. Dave M. Tatsuno, Nichibei Sussan Co., 1701 Post Street, Fillmore 2117
(home: Fillmore 8513)
President of the Japanese American Citizens League
San Francisco Chapter

They are having a meeting at 2:00 P.M. in the Chapter House on Bush Street between Buchanan and Webster, with an anticipated attendance of about 400

Purpose: To tell evacuees how to go about meeting their problems and to dispel false rumors.

They would like a representative from this department present.

Suggestion: If representative is present, attend with understanding that no questions be asked from the floor - refer all personal questions to this office - and devote talk to starting them off on the "right foot."

They want assurance and the knowledge that someone is available for advice. Consequently a speaker would aid materially in urging them to action.

By eliminating the "quiz" factor, chaos can be avoided and all the petty details can be channeled into this office.

(Signed) Lee Dake

Mr. Tatsuno would like to know what your decision is. If no representative is present, he will undertake to do the job himself.

#15- file

CROSS INDEX

3/16 19 42

Description of Document Cross-Indexed:

Wire from Portland & our reply
memo & Bulletin

Re Automobile & Tire Rationing

Filed Excess Property Status

1355 Market Street
San Francisco, California

#16

March 11, 1942

Mr. J. J. Lawler
United States Treasury Department
Federal Reserve Bank Building
San Francisco, California

Dear Mr. Lawler:

I have been advised by Mr. W. R. Thomas, a consultant attached to the Washington Office of the Office of Price Administration, that you are in charge of certain phases of the evacuation of enemy aliens from certain Pacific Coast areas. According to Mr. Thomas it may be of assistance to you if we furnish you with information which would assist you in determining the propriety of the sales of certain property by the enemy aliens with whom you are dealing.

To date this office is rationing only two commodities, namely, rubber tires and tubes and new passenger automobiles. It is with reference to these commodities that difficulties might be encountered by you. The salient points with reference to our regulations concerning each of these two commodities will be discussed separately.

Rubber Tires and Tubes

This office is rationing new rubber tires and tubes and re-treaded or re-capped rubber tires. The rationing regulations apply only to transfers where the tire or tube has been used less than one thousand miles. A re-treaded or re-capped tire which has been used less than one thousand miles after re-treading or re-capping is also subject to rationing. The rationing regulations apply to sales not only by persons dealing in tires, but also to sales by individuals. As you will notice from section 801 (c) of the Tire Rationing Regulations (revised), a copy of which is enclosed, a person who is not engaged in the sale of tires may sell new tires or tubes to any retailer, distributor, or manufacturer of tires. This paragraph should assist any aliens who happen to have new tires or tubes on hand and who desire to sell the same.

In the case of an alien who is a dealer in tires or tubes, the stock may be liquidated pursuant to the provisions of section 801 (e) of the regulations.

New Passenger Automobiles

The second commodity being rationed by this office is new passenger automobiles. As you will notice from section 101 (f) of the New

3/11/42-- Mr. J. J. Lawler--2

Passenger Automobile Rationing Regulations, enclosed, the automobiles subject to rationing are 1942 automobiles irrespective of the number of miles driven, and any other automobile which has been driven less than one thousand miles.

It may very frequently occur that an alien owns a 1942 automobile which he has been driving for some months. Such an automobile can be sold, but only to a person who holds a rationing certificate for the purchase of a new automobile issued by one of the local rationing boards, or the automobile may be sold for the purpose of resale to a dealer, distributor, or manufacturer of passenger automobiles. Provisions permitting the latter type of sale appear in section 602 (a) of the regulations.

It may be that certain aliens have contracted to purchase an automobile and have made certain payments to the dealer but have not received delivery of the automobile. The attention of aliens should be called to the provisions of section 303 of the regulations which permit such a person to receive on demand the amount of deposit or other consideration paid on the anticipated purchase of the automobile.

The rationing of light, medium, and heavy trucks and trailers is not handled by this office. Any alien desiring to sell a truck or trailer which is subject to rationing should obtain the necessary information from the office of Defense Transportation, which may be reached by contacting Col. Richard T. Eddy, Customs House, San Francisco, (Douglas 3625).

Your attention is called to the fact that certain maximum prices on various commodities have been imposed by this office. We doubt whether many instances will arise with reference to maximum prices in the cases of the sales which you are handling. Should problems arise, we suggest you contact us.

We have above attempted to summarize the provisions of certain orders and schedules. You understand, of course, that any summary is of necessity incomplete. For detailed or specific questions, the text of the order or regulations should be examined.

We are sending four extra copies of this letter and five copies each of the Tire Rationing Regulations (revised) and the new Passenger Automobile Rationing Regulations.

3/11/42-- Mr. J. J. Lawler--3

If we can be of further assistance to you, please feel free to call upon us.

Very truly yours,

Ben C. Duniway
Regional Attorney

By
Leigh Athearn
Senior Price Attorney

Enclosures 10

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NEW PASSENGER AUTOMOBILE RATIONING REGULATIONS

ORDER No. 2A

Effective
March 2, 1942

Establishing Provisions and Procedures for
the Operation of the Program for
Rationing New Passenger
Automobiles



Office for Emergency Management

Office of Price Administration

Washington, D. C.

NEW PASSENGER AUTOMOBILE RATIONING REGULATIONS

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RATIONING ORDER NO. 2A—NEW PASSENGER AUTOMOBILE REGULATIONS

PREAMBLE

Pursuant to the authority vested in me by Directive No. 1 of the War Production Board, issued January 24, 1942, and by Supplementary Directive No. 1-A, issued February 5, 1942

It is hereby ordered, That:

CHAPTER I

Definitions

Sec. 101. *Definitions.*—When used in these Regulations:—(a) "Agency of the government" or "government agency" means and includes any government agency, department, bureau, commission, office, or other government unit, whether federal, state, or local, and any corporation wholly owned by any such government or government unit.

(b) "Board" means a Local Rationing Board as established by Tire Rationing Regulations (Revised), issued February 11, 1942.

(c) "Dealer" means any person regularly engaged in the business of offering passenger automobiles for sale at retail to the public.

(d) "Distributor" means any person, other than a manufacturer, regularly engaged in the business of selling new passenger automobiles to dealers.

(e) "Manufacturer" means any person who manufactures passenger automobiles.

(f) "New passenger automobile" means any 1942 model passenger automobile having a seating capacity of not more than 10 persons, irrespective of the number of miles it has been driven, or any other passenger automobile which has been driven less than 1,000 miles, including other body types such as ambulances, hearses, station wagons, and taxis, built upon a standard or lengthened passenger car chassis.

(g) "Person" means any individual, partnership, corporation, association, government or government agency, or other form of enterprise.

(h) "Pool car" means any new passenger automobile which was not shipped by a manufacturer prior to January 16, 1942.

(i) "Transfer" means sell, lease, trade, lend, give, deliver, ship, or physically transfer in any other way which involves the use of the automobile, after the transfer, by a person other than the transferor, but does not include delivery to a carrier for shipment, or delivery by a carrier to a consignee, does not include a lease or loan made in good faith for a period of one week or less, and does not include a technical transfer of title for security purposes to a person financing a conditional sale or similar type of transaction, made simultaneously with a transfer of the automobile itself to the conditional-sales buyer. It also includes the change of the designation of the registered owner.

CHAPTER II

Organization

Sec. 201. *Personnel.*—The new passenger automobile rationing program established in these Regulations will be administered by the Local Rationing Boards, the Local Rationing Administrators and the State Rationing Administrators, established by the Tire Rationing Regulations (Revised) issued February 11, 1942, and by the Office of Price Administration.

Sec. 202. *Duties.*—The Local Rationing Boards, Local Rationing Administrators and State Rationing Administrators shall have such duties and responsibilities in the administration of these Regulations as the Office of Price Administration may assign.

Sec. 203. *Jurisdiction.*—For purposes of these Regulations, each Local Rationing Board shall have jurisdiction over every person applying for a new passenger automobile which is to be garaged or normally stationed in the area which the Board is designated to serve, except as otherwise provided in Chapter VIII of these Regulations.

CHAPTER III

Restriction of Transfers

Sec. 301. *Restriction of transfers.*—(a) Regardless of the terms of any contract of sale or purchase, or other commitment, no person shall transfer, or accept a transfer of, a new passenger automobile except as provided in these Regulations.

(1) The word "transfer" is broadly defined by these Regulations. For example, the term includes not only transfers by sale, lease, or trade of the automobile, but also by gift from one person to another. Unless specifically exempted, all physical transfers involving a change in the actual use of the car are included. Thus, if a partnership gives what has been exclusively a partnership car to one of the partners for his own use, a transfer has occurred. On the other hand, putting a car in a garage or warehouse, or letting a repairman drive it to his shop, is not a transfer within these Regulations.

(2) There are certain specific exemptions from the broad definition of "transfer." Delivery to a railroad or other carrier for shipment, and delivery by such carrier to the consignee, are not included. In this situation, the transfer takes place between the consignor and the consignee.

(3) A lease or loan made in good faith for a week or less is also not included in the word "transfer." This exception allows temporary loans to friends and does not prevent the leasing of new passenger automobiles possessed on January 2, 1942, by concerns which lease automobiles to the public for short pe-

riods. The requirement of good faith means that the lease or loan must really be temporary. If a person continually lends a car to the same person for six days of the week and takes it back on Sundays, he has made a loan for less than a week but, since he is clearly attempting to evade the Regulations, he has not made the loan in good faith and the transaction is a "transfer."

(4) The term "transfer" does not include a technical transfer of title for security purposes without an accompanying transfer of use. Thus, security transactions, such as conditional sales contracts, bailment leases, or chattel mortgages, do not involve "transfers."

Sec. 302. *Exemption of automobiles purchased prior to January 2, 1942.*—The restriction of transfers of new passenger automobiles provided by Section 301 shall not apply to transfers of new passenger automobiles purchased prior to January 2, 1942, the transfer of which is governed by Rationing Order No. 2: *Provided, however,* That if such purchasers have not applied, on or before March 2, 1942, to their Local Rationing Boards for certificates entitling them to such automobiles, transfers of such automobiles shall be governed by these Regulations.

Sec. 303. *Rights of parties who have entered into contracts for the sale or purchase of new passenger automobiles when delivery is prohibited by law.*—If performance of any agreement of sale or purchase of a new passenger automobile is forbidden by Supplemental General Limitation Order L-2-1 of the Office of Production Management restricting sale and delivery of passenger automobiles and the amendments thereto or by Rationing Order No. 2, 2A, or amendments thereto issued by the Office of Price Administration, any person who has made any payment on account of the purchase of such new passenger automobile shall upon demand be entitled to the return of the amount of any deposit or any other consideration paid or, in the event the consideration has been materially altered in condition or cannot be returned, then its fair net value. No person who agreed to sell and deliver a new passenger automobile shall be liable for failure to perform such an agreement if performance is prevented by the aforesaid orders except if a deposit or consideration has been paid to him on account of the purchase of the new passenger automobile, in which event his liability shall be limited to the amount paid or other consideration paid.

¹ These Regulations apply to all new passenger automobiles and supplement Rationing Order No. 2 and Amendment No. 1 thereto. In all cases of conflict between Rationing Order No. 2 and these Regulations, these Regulations shall prevail. "Pool cars" as defined in these regulations are not within the scope of these Regulations except where specifically mentioned.

Sec. 304. *Prohibition of transfer of pool cars not shipped prior to January 16, 1942.*—These Regulations shall not be construed to permit the transfer of pool cars, and the transfer of any such cars is prohibited except where they are required by the United States Army, Navy, Marine Corps, or Coast Guard, in which case they are governed by the provisions of Section 501 of these Regulations: *Provided, however,* That this shall not prohibit the transfer of pool cars to dealers, distributors, manufacturers, or security holders therein for purposes of resale and otherwise in accordance with these Regulations.

CHAPTER IV

New Passenger Automobile Quotas

Sec. 401. *Establishment of quotas.*—The Office of Price Administration will from time to time set quotas and reserve quotas stating the maximum number of new passenger automobiles for the transfer of which certificates may be issued, which quotas may be altered or revoked as the occasion may demand. No Board shall issue a quota certificate for the transfer of a new passenger automobile in excess of its quota.

Sec. 402. *Allotment of quotas to Boards.*—The Office of Price Administration will forward to each State Rationing Administrator the quotas applicable to his state. The State Rationing Administrator shall then forward to each Board its quota, if any. If there are two or more Boards established within a single county the State Rationing Administrator shall forward to the Local Rationing Administrator, if one has been appointed, the county quota for allotment among the different Boards within the county. If no Local Rationing Administrator has been appointed, the State Rationing Administrator shall himself allot such quotas among the different Boards within the county.

Sec. 403. *Application for adjustment of quotas to cover special situations.*—(a) Where a Board believes that the public interest requires that it issue a certificate for the transfer of a new passenger automobile in excess of its quota, the Board shall make application to the State Rationing Administrator for authority to issue such certificate by filing an application with the State Rationing Administrator setting forth the full facts of the case. The State Rationing Administrator at his discretion may draw upon his state reserve, if any, to augment the quota of such Board to the extent necessary to grant such a certificate.

(b) In no case shall the State Rationing Administrator grant blanket authority to exceed a quota.

(c) The State Rationing Administrator shall not issue certificates himself but may add a specific number of new passenger automobiles to the quota of a Board which may issue certificates therefor, but he shall not increase quotas in excess of his state reserve.

Sec. 404. *Adjustment of state quotas by Office of Price Administration.*—A State Rationing Administrator may apply to the Office of Price Administration for an

allotment from the national reserve, if any, to replenish his state reserve. Such application shall be accompanied by a statement setting forth in full the facts giving rise to such application. The Office of Price Administration may draw upon any national reserve to adjust state reserve.

Sec. 405. *Government agencies exempted from quota restrictions.*—Upon satisfaction of the conditions and requirements set forth in Chapter VII and irrespective of quota provisions, an agency of the federal, state, or local government may acquire a new passenger automobile to replace any agency-owned automobile which is no longer serviceable if it is necessary to assure the effective operation of the specified services by the agency and if no other automobile is available for that purpose. Within the meaning of this section, an automobile is no longer serviceable, only when it (a) has been rendered substantially unusable by accidental physical damage or theft, or (b) is a 1937 or older automobile, or (c) has been driven more than 100,000 miles.

CHAPTER V

Persons Authorized To Acquire New Passenger Automobiles By War Production Board

Sec. 501. *Military forces and certain government agencies; exports.*—The following persons are eligible to acquire new passenger automobiles without certificates: *Provided, however,* That, until the War Production Board establishes a system of permits to cover acquisitions by such persons, they shall complete in quadruplicate Form R-203 (Revised) covering each such acquisition and such forms shall be filed in the manner provided in paragraph (b) of Section 603:

(a) The Army, Navy, or Marine Corps of the United States, the United States Maritime Commission, the Panama Canal, the Coast and Geodetic Survey, the Coast Guard, the Civilian Aeronautics Authority, the National Advisory Commission for Aeronautics, or the Office of Scientific Research and Development.

(b) Any person who acquires a new passenger automobile for export to and consumption or use in any foreign country.

CHAPTER VI

Transfers Without Certificates

Sec. 601. *Persons eligible to acquire for use.*—The following persons are eligible to acquire a new passenger automobile for use, but cannot transfer such automobile except in accordance with the provisions of these Regulations:

(a) Persons acquiring new automobiles through transfer by will or intestacy, who may use such automobiles for any purpose.

(b) Trustees and receivers who acquire new passenger automobiles as part of the assets of a business, who may use such automobiles in connection with the operation of the business if they are allowed to do so by the court of their appointment.

(c) Insurers, junk dealers, or salvage companies acquiring any new passenger automobile which has been substantially destroyed by collision, fire, or otherwise: *Provided,* That such automobile shall be used only for scrap or salvage of its parts.

Sec. 602. *Persons eligible to acquire only for purposes of resale.*—The following persons are eligible to acquire new passenger automobiles by transfer without certificate only for purposes of resale:

(a) Dealers, distributors, manufacturers, or the Reconstruction Finance Corporation.

(b) Persons who in good faith have lent money on the security of or have financed the sale of the new passenger automobile being acquired.

(c) Persons distraining, levying by execution, attachment, or similar forms of judicial process, or repossessing on default.

Sec. 603. *Procedure for transfers without certificates.*—(a) *Documents required.*—Any person receiving a transfer made pursuant to this chapter shall fill out and execute in quadruplicate Form R-203 (Revised) to be issued by the Office of Price Administration, giving the information required by the form and obtaining the necessary supporting statement required on the form. The transferor, upon delivery of the automobile, shall retain for himself one copy of Form R-203 (Revised).

(b) *Filing of documents of transfer for use.*—If a transfer is made pursuant to Section 601 of this chapter, the transferor shall file, within 5 days of the transfer, one copy of Form R-203 (Revised) with the state or local agency having jurisdiction over the registration of motor vehicles, if a change of registration is involved; and two copies with the Board designated to serve the area in which the transfer is made. This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, N. Y.

(c) *Filing of documents of transfer for resale.*—If a transfer is made pursuant to Section 602 of this chapter, the transferor shall file, within 5 days of the transfer, three copies of Form R-203 (Revised) with the Board designated to serve the area in which the transfer is made. This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, N. Y., and one copy to the Local Board designated to serve the area in which the transferee or purchaser is located, if the transferor and transferee are not located in the same Board area.

(d) *Duty.*—If the transferor is a person other than a dealer or if the transferor refuses or is unable to fill out the statement on the form, the transferee shall file the documents with the agencies listed.

CHAPTER VII

Persons Eligible To Acquire New Passenger Automobiles By Transfers With Certificates

Sec. 701. *Proof of necessity.*—An applicant specified in Section 702 may

obtain a certificate only if he can establish the following facts:

(a) That use of the automobile is necessary to the efficient performance of the services specified in Section 702.

(1) The Board may not issue certificates under this section if the applicant can secure transportation without using such automobile. The applicant may establish that the transportation services for which he proposes to use the automobile are not otherwise available to him by showing (i) that no public transportation system reaches the areas to which he must go to carry on his business or occupation; or (ii) that public transportation services do not function at the times when it is necessary for the applicant to travel or with the speed required by the applicant; or (iii) that public transportation will not enable him to carry material or equipment necessary to his work; or (iv) that the public transportation facilities are already too heavily loaded to afford the applicant transportation service. The Board may make such additional inquiry or require the applicant to show such other facts as will establish to the satisfaction of the Board that he would be unable to secure transportation if he did not obtain the automobile. The applicant may also be required to show that he regularly transports other persons to work with him or that he has exhausted the possibilities of doubling up with persons employed at the same place or with persons who travel the same route when such doubling up is advisable, as in the case of factory workers.

(2) Unless the applicant satisfies the Board that it will be impossible for him otherwise to perform services listed in Section 702, he must not be granted an automobile. The proof which the applicant must present to satisfy the Board will vary with the nature of the applicant's business or occupation. If public transportation facilities will enable the applicant to carry on his affairs or if the applicant's business or occupation can be carried on by correspondence or by telephone, transportation service rendered by a passenger automobile is not essential and, therefore, a certificate for an automobile must be denied.

(b) That the applicant needs not only automobile transportation but a new automobile for such transportation, because he does not own or have the use of a passenger automobile adequate for his purpose. In addition, to prevent an applicant from selling or otherwise disposing of an automobile which would meet his needs so that he could place himself in a position to claim eligibility for a new automobile, the Board should require applicants to list, and give reasons for, all recent transfers of automobiles made by him after January 1, 1942.

(c) That such passenger automobile will render services sufficiently valuable to the community and the nation to justify its operation, in view of the shortage of new automobiles and the size of the quota from which allotments must be made to all other applicants qualified under this section.

(1) Unless the applicant can prove that the services which the automobile will enable him to render are important to the community and to the war effort, no certificate should be granted to him, regardless of whether he can be supplied under the quota.

(2) Certificates should be granted by the Board with a view to the fact that many more persons may apply than can be satisfied under the quota. The Board should, whenever possible, apportion its quota so that it will have certificates to insure continued transportation facilities for persons whose services are most vital to the war effort.

(3) In deciding among applicants for the limited quota, the Board shall be guided not only by the nature of the services which the applicant renders but also by the extent to which others who do not require automobiles can render such services and the extent to which the automobile will be confined to use for services specified in Section 702 and will provide transportation for more than one person performing services included in that section.

Sec. 702. Eligibility classification.—When the conditions established in Section 701 and other applicable provisions of these Regulations are fulfilled, certificates authorizing the transfer of new passenger automobiles may be granted to the following persons:

(a) Physicians, surgeons, visiting nurses, or farm veterinarians who will use the automobile principally for professional services.

(1) The Board shall issue certificates only to those physicians, surgeons, and farm veterinarians who are licensed as such by the appropriate government authority, whose professional practice requires regular calls outside their offices, who must use the automobile to make their professional calls, and who will use it principally for that purpose.

(2) For the purposes of this subsection, "visiting nurse" means a nurse who is employed by a clinic, hospital, government agency, or similar organization, or by an industrial concern to make nursing or inspection calls for such agencies. The term "visiting nurse" does not include private nurses.

(b) Regularly practicing ministers of a religious faith when the automobile will be used principally for, and is essential to, the performance of religious duties in meeting the religious needs of the congregation served.

(c) Persons requiring ambulances. A certificate may be issued for any new passenger automobile used principally as an ambulance, even though such automobile is used also but not primarily as a hearse or for other purposes.

(d) Persons engaged in fire-fighting services. The Board may grant a certificate to a person so engaged only if it is assured that the automobile will be used exclusively for the performance of such services.

(e) Persons requiring new passenger automobiles to maintain necessary police services.

(1) In issuing certificates the Board shall be governed by the necessity of en-

abling the uniformed and nonuniformed personnel of any federal, state, or local police force to render efficient service in the prevention and detection of crime.

(2) Certificates shall not be issued for any new passenger automobile to be used in performing police services if such services can be performed without the use of such automobile. Such automobile shall not be used for licensing or inspection duty when regular public transportation will serve.

(f) Persons requiring new passenger automobiles to enable them to enforce such laws as relate specifically to the protection of public health and safety.

(1) This paragraph provides only for law enforcement services which relate directly and specifically to the protection of the public from accident and injury to health.

(2) The inspection of buildings and the establishments of sellers and producers of food and the discharge of similar duties do not in most instances require the use of automobiles. Certificates shall under no circumstances be issued except for automobiles to be used in the performance of services which cannot be performed satisfactorily by officers using public transportation facilities.

(3) The enforcement of laws relating directly to the public health and safety shall include inspection by employees of federal, state, or local governments of food and similar commodities and establishments engaged in producing such commodities when the primary purpose of such inspection is the discovery of contamination or similar danger to the public health, but shall not include inspection where the primary purpose is to grade, standardize, prevent fraud, or establish sound business practices.

(g) Persons requiring new passenger automobiles to maintain mail services by or on behalf of the United States.

(h) Persons furnishing licensed jitney, taxi, or similar transportation service to the general public.

(1) Certificates may be issued under this paragraph for passenger automobiles, used principally to provide jitney, taxi, or similar services, licensed by an appropriate government authority to transport the general public, but only in areas where streetcars, busses, and similar transportation services are inadequate to meet the needs of the public. Such services may be inadequate because of a shortage of suitable equipment or because they do not extend to outlying areas which use taxi service as a normal means of mass transportation and not as a luxury service.

(2) Certificates may not be granted under this paragraph for passenger automobiles which are rented, with or without chauffeurs, for the exclusive use of individuals rather than for taxi, jitney, or similar service to the general public.

(i) Persons who require automobiles for transportation between places where construction or mechanical, structural, or highway maintenance and repair services are needed. Certificates may

be issued under this paragraph only to provide transportation between jobs and not to provide the applicant with transportation from his residence to his principal place of business or employment.

(f) Executives, engineers, technicians, and workers, requiring automobiles for transportation to and from, or within, factories, power plants, transportation or communication facilities, farms, lumber camps, mines, military or naval establishments, or similar places of employment when the work done at such places of employment is essential, directly or indirectly, to the prosecution of the war.

(g) Officers and employees of federal, state, or local or foreign governments engaged in the performance of government functions essential to the public health, safety, or the war effort and requiring such automobiles for transportation on official business.

(1) Certificates may be granted under this paragraph to enable government employees to perform functions essential to public health, safety, or the war effort, including such officials as fire wardens, ordinance inspectors and mine inspectors.

(2) Certificates may be granted under this paragraph only to government employees who use their cars principally for their official functions and only when such functions cannot, because of the lack of other transportation facilities, be performed without the use of such cars. Certificates may not be granted under this paragraph to make possible the transportation of government employees from their residences to their places of employment.

(3) Certificates may be granted under this paragraph to enable government employees to preserve or protect natural resources or to discover natural resources vital to the war effort.

(4) Persons requiring automobiles for the transportation of produce and supplies to and from a farm if the applicant does not own or possess a truck or other practicable means of transportation.

(m) Traveling salesmen who are engaged in the sale of machinery, or similar equipment, for farms, factories, mines, oil wells, lumber camps, and similar productive establishments, and of foods and medical supplies.

(1) Certificates may be granted under this paragraph only to salesmen of the commodities specified and only in cases where the sale of such commodities cannot be made by other means, including mail and telephone.

(n) Persons requiring automobiles to transport newspapers for wholesale delivery.

CHAPTER VIII Federal Agencies

Sec. 801. *Application; certificates.*—Any Federal agency, other than those provided for in Chapter V, which is eligible to acquire a new passenger automobile under Chapter VII shall make application on OFA Form R-216 to the Procurement Division of the Treasury Department. If the Procurement Division finds that the statements made in the

application are true, it shall present the application to the Office of Price Administration. If the Office of Price Administration finds the applicant to be eligible, it may issue to the Procurement Division a certificate authorizing the purchase, subject to the quota established for this purpose.

CHAPTER IX

Applications By Persons Other Than Federal Agencies

Sec. 901. *Application for certificate to purchase new passenger automobiles by persons other than federal agencies.*—

(a) Any person other than a federal agency who believes that he comes within one of the classifications set forth in Chapter VII may file with the Board an application for authority to purchase a new passenger automobile. Such application shall be filed on Form No. R-213.

Sec. 902. *Preparation of application.*—(a) Copies of Form No. R-213 may be obtained from Local Rationing Boards. Form No. R-213 may be reproduced by any person provided that no change is made in the size, style, and content thereof.

(b) (1) *Name of applicant.*—(i) An individual shall state his given name, middle name, and surname. In all cases where an individual regularly doing business under a trade name makes an application, he shall state, in addition to his name, the trade name under which he is doing business; for example, John James Doe, doing business as Doe Trucking Co.

(ii) A partnership shall state the trade name regularly used by such partnership and the fact that it is a partnership; for example, Doe & Roe Transportation Co., a partnership.

(iii) A corporation shall give its full name as it appears on its corporate charter; for example, Doe Transportation Co., Inc.

(iv) A state or any political subdivision thereof shall state its name; for example, the State of Wisconsin; Village of Winnetka, Ill.

(2) *Addresses and telephone numbers of applicant.*—(i) An individual shall state his residence or business or office address and telephone number thereof.

(ii) A partnership shall state the address and telephone number of one place of business of the partnership within the area administered by the Board.

(iii) A corporation shall state the address and telephone number of one place of business of the corporation within the area administered by the Board.

(iv) A state or any political subdivision thereof shall state the address and telephone number of one of its offices within the area administered by the Board.

(v) If there is no place of business or office within the area administered by the Board, although the automobile applied for is to be garaged or stationed within that area, the applicant shall state the address of the place of business or office nearest the place where the automobile is to be garaged or stationed.

(3) *Certification by applicant.*—The applicant shall certify the facts stated in the application, in the manner and form provided for such certification. In executing the certification:

(i) An individual shall sign his full name. In cases where an individual does business under a trade name, he shall set forth such trade name following his signature; for example, John Doe doing business as Doe Transportation Co.

(ii) A partnership shall set forth the name of the partnership followed by the legend, "a partnership," following which a partner or a duly authorized agent of the partnership shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Co., a partnership, by John James Doe, a partner; or Doe Transportation Co., a partnership, by Richard Roe, store manager, its duly authorized agent.

(iii) A corporation shall set forth the full name of the corporation as it appears on its charter, followed by the legend, "a corporation," following which an officer of the corporation, or a duly authorized agent thereof, shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Co., Inc., a corporation, by John James Doe, president; or Doe Transportation Co., Inc., a corporation, by Richard Roe, truck superintendent, its duly authorized agent.

(iv) A state or political subdivision thereof shall set forth its name, followed by the signature of an officer or duly authorized representative, giving his position, preceded by the word "by"; for example, State of _____, by John James Doe, Superintendent of Highways.

Sec. 903. *Action by the Board upon applications.*—Before granting an application for a certificate of permission to purchase a new passenger automobile, the Board shall satisfy itself that the applicant has properly executed his application, including all the agreements therein contained, that all the facts stated in the application are true, and that the applicant has satisfied all the applicable requirements and conditions specified by these Regulations.

Sec. 904. *Basis for Board consideration.*—If the Board has before it applications for new passenger automobiles which in its judgment satisfy all the requirements of these Regulations but which together call for the allotment of passenger automobiles in excess of the applicable quota of the Board, the Board shall, in determining which of the competing needs are to be satisfied, be governed by the relative importance to the war program, public safety, health and morale of the operation of a passenger automobile in the various services named in the applications.

The determination of facts shall be made upon the basis of the application and all other information which comes to the knowledge of the Board. In acting upon applications, the Board shall observe all regulations herein contained and all additional regulations from time to time hereafter issued by the Office of Price Administration. The Board shall

at all times serve the objectives sought by the automobile rationing program and allocate new automobiles to the most vital civilian uses and to uses essential to the war effort. The Board may, in its discretion, request the applicant or his authorized representative to appear in person at a designated time at the office of the Board to answer pertinent questions. The Board should keep in mind and should impress upon applicants that the supply of new passenger automobiles is extremely limited and that it is not sufficient for the applicant to show that he comes within one of the eligibility classifications in order for him to receive a certificate. He must also show the relative importance of his need.

SEC. 905. Notation of reasons for action.—When the Board determines that an application shall be granted, the reasons therefor shall be noted upon the application, together with the serial number of the certificate issued, and a notation shall be made as to whether the certificate issued is a quota or non-quota certificate. In all cases where an application is refused, the reasons for such refusal shall likewise be noted upon the application.

CHAPTER X

Certificates for New Passenger Automobiles

SEC. 1001. Notification.—After acting upon an application, the Board shall notify the applicant of its decision. In cases where the Board authorizes an applicant to purchase a new passenger automobile, the Board shall immediately issue to such applicant a nontransferable certificate for the purchase of a new passenger automobile. The certificate shall be issued on Form R-214 if the applicant is entitled to a quota certificate and on Form R-215 if the applicant is entitled to a non-quota certificate.

SEC. 1002. Form of certificate.—The nontransferable certificate for the purchase of a new passenger automobile shall be serially numbered and shall be divided into five parts bearing the same serial number: (1) Part A shall be delivered to the dealer or transferor and be filed by him with the Board serving the area where the transfer was made (said Board shall forward this part to the issuing Board); (2) Part B shall be filed by the purchaser, within 5 days after delivery of the automobile, with the state or local agency having jurisdiction over registration of motor vehicles; (3) Part C shall be retained by the dealer or transferor; (4) Part D shall be mailed within 5 days after delivery of the automobile by the dealer or transferor to the Local Board designated to serve the area in which the transfer was made (this part shall be forwarded by the Board to the Office of Price Administration, Automobile Inventory Unit, New York N. Y.); (5) Part E shall be retained by the purchaser or transferee.

SEC. 1003. Execution by issuing Board.—It shall be the responsibility of the Board, prior to issuing a certificate, to insert on each part the information

designated to be filled in by the Board. No certificate will be valid unless Parts A and B are signed by at least two members of the issuing Board. Prior to delivering the certificate to the applicant, the Board shall require the applicant or his agent to sign Parts A and B of the certificate in the presence of a member or the clerk of the Board. When all the foregoing steps have been taken by the issuing Board, the Board shall deliver the certificate to the applicant or his agent.

SEC. 1004. Action by purchaser.—(a) Upon receiving the certificate so executed, the applicant may, within 30 days from the date of issue, purchase a new passenger automobile from any dealer or transferor at a price not in excess of the maximum price established by the Office of Price Administration.

(b) The applicant must present to the dealer or transferor all parts of the certificate, in the form in which it was given to him by the issuing Board.

SEC. 1005. Action by dealer or transferor.—(a) Prior to delivering a new passenger automobile pursuant to a certificate surrendered to him, a dealer or transferor shall require the purchaser or the purchaser's agent to sign his name in the space provided for this purpose on Parts A and C of the certificate. If the signatures do not appear to be the signatures of the person who signed in the presence of a member or clerk of the Board on Parts A and B, the dealer or transferor shall refuse to sell or deliver an automobile to the person presenting the certificate and shall report the facts to the issuing Board.

(b) If the signatures appear to be executed by the same person, the dealer or transferor or his authorized agent shall, in the presence of the purchaser, or the purchaser's agent, fill in the remaining portions of Parts A, B, C, D, and E, which have not been completed by the issuing Board.

CHAPTER XI

Appeals

SEC. 1101. Grounds for appeal to the State Rationing Administrator.—Any applicant for a new passenger automobile whose application has been denied by the Board and who believes that such action is in conflict with these Regulations may file an appeal from such action with the State Rationing Administrator.

SEC. 1102. Filing of appeals.—(a) An appeal from an action taken by a Board may be filed only within 30 days after such action has been taken.

(b) The applicant shall file a statement in writing and under oath setting forth the specific section of the Regulations which he believes to be inconsistent with the action taken by the Board and stating in full the facts on which he grounds his appeal.

SEC. 1103. Action on appeals.—The State Rationing Administrator may require the Board or the appellant to furnish pertinent information, in addition to that furnished before the Board, with respect to any appeal pending

before him. The State Rationing Administrator may affirm the decision of the Board, or may reverse or modify such decision and remand the matter to the Board for consistent action. The State Rationing Administrator's ruling shall be in writing and shall be communicated to the appellant and to the Board. If he reverses or modifies the decision, he shall send a copy of his ruling to the Office of Price Administration. He shall act on the appeal within 30 days after its filing.

SEC. 1104. Review by the Office of Price Administration.—If an appellant feels aggrieved by the ruling of the State Rationing Administrator, he may, within 30 days thereafter, file a written petition for review with the Office of Price Administration, Washington, D. C. If the Office of Price Administration, in its discretion, elects to review the matter, it may require the furnishing of additional pertinent information. The Office of Price Administration may affirm the ruling of the State Rationing Administrator, or may reverse or modify such ruling and remand the matter to the Board for consistent action. The ruling of the Office of Price Administration shall be in writing and shall be communicated to the appellant, to the Board, and to the State Rationing Administrator.

CHAPTER XII

Records

SEC. 1201. Records to be kept by Board—posting.—All applications for new passenger automobiles received by the Board shall be filed. Records shall be kept by the Board of such pertinent and material data as may be required by the Office of Price Administration. At intervals of not more than one week, a list of all certificates issued and names of recipients shall be posted at the office of the Board and shall be released to the press.

SEC. 1202. Records to be kept by dealers.—(a) Every person selling a new passenger automobile shall maintain a file containing all certificates which have been presented by applicants to whom transfers of new passenger automobiles have been made and prepare reports requested by the Board in his area and by the Office of Price Administration.

(b) Any dealer who discontinues business may turn over to the Local Rationing Board in his area the records he is required to keep under subsection (a) hereof.

SEC. 1203. Filing of reports.—All persons shall file reports to the extent required elsewhere in these Regulations. In addition, all persons affected by these Regulations shall make such reports as may from time to time be required by the Office of Price Administration and the War Production Board.

CHAPTER XIII

Enforcement

SEC. 1301. Criminal prosecutions.—Any person who violates any provision of these Regulations or who by any act or omission knowingly falsifies an application, certificate or any record which he is required to keep by the terms of these

Regulations or who otherwise knowingly furnishes false information to a Board, State Rationing Administrator, or to the Office of Price Administration, or who conspires with another person to perform any of the foregoing acts, shall be subject to the penalties therefor, including a recommendation to the Attorney General for prosecution pursuant to Section 25 (A) of the Criminal Code (title 18, U. S. C., sec. 80) and other applicable statutes.

Sec. 1302. Denial of materials.—Any person who violates these Regulations will also be denied the right to receive any new passenger automobile materials which are now or in the future may be under allocation by the Office of Price Administration, and the Office of Price Administration will recommend to the

War Production Board that he be denied the right to receive any other materials which are now or in the future may be under allocation.

Sec. 1303. Publicity.—In the event of a refusal or failure to abide by the provisions of these Regulations, the Office of Price Administration in addition to the foregoing penalties, will make every effort to insure that complete information is given to the public and to appropriate officials of the local, state, and federal governments.

Sec. 1304. Other methods of enforcement.—The Office of Price Administration may also take such other action for the enforcement of the provisions of these Regulations as may be necessary, including application to courts and to appropriate agencies of local, state and federal governments in order to invoke

such powers as may be available and appropriate in connection therewith.

Sec. 1305. Complaint of violations.—Any person may report a violation of these Regulations to a Board, Local Rationing Administrator, State Rationing Administrator, Regional or Field Office of the Office of Price Administration, or to the Office of Price Administration at Washington, D. C. An official or employee of the office to which the report is made shall fill out a complaint, secure the signature of the complainant if possible, and transmit the complaint for investigation and action in accordance with the instructions of the Office of Price Administration.

Issued this 21st day of February 1942, and effective March 2, 1942.

LEON HENDERSON,
Administrator.

any person who violates these Regulations will also be denied the right to receive any new passenger automobile materials which are now or in the future may be under allocation by the Office of Price Administration, and the Office of Price Administration will recommend to the

War Production Board that he be denied the right to receive any other materials which are now or in the future may be under allocation.

In the event of a refusal or failure to abide by the provisions of these Regulations, the Office of Price Administration in addition to the foregoing penalties, will make every effort to insure that complete information is given to the public and to appropriate officials of the local, state, and federal governments.

The Office of Price Administration may also take such other action for the enforcement of the provisions of these Regulations as may be necessary, including application to courts and to appropriate agencies of local, state and federal governments in order to invoke

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The Office of Price Administration may also take such other action for the enforcement of the provisions of these Regulations as may be necessary, including application to courts and to appropriate agencies of local, state and federal governments in order to invoke

such powers as may be available and appropriate in connection therewith.

OFFICE OF PRICE ADMINISTRATION

APPLICATION FOR AUTHORIZATION TO PURCHASE NEW PASSENGER AUTOMOBILE

(A separate application must be made for each automobile.)

TO BE FILLED IN BY BOARD

Rationing Board No. _____

Application No. _____

Date received _____

Date _____

1. Applicant's name _____ Telephone _____

2. Applicant's address _____
(R. F. D. or street address) (City) (County) (State)

3. Applicant's occupation _____

4. Have you made any other application for a passenger automobile to this or any other Board? _____
(Yes or no)

If so, to what Board was it made? _____

On what date? _____ Is the application pending? _____ If not, was
(Month) (Day) (Year) (Yes or no)

it (check one) ☐ allowed? ☐ denied? If denied, explain what circumstances justify this application _____

5. If you are authorized to acquire an automobile, where will it be garaged or normally stationed? _____

(R. F. D. or street address) (City or post office) (County) (State)

6. Information regarding eligibility:

(a) State eligibility group within which you fall _____

(See instructions on page 4 for eligibility groups. For example, group (b); group (c).
See Regulations, Section 702, for statement of qualifications of each group.)

(b) State facts supporting claim to eligibility classification _____

7. State why use of a new automobile is necessary to the performance of the services listed and explain the value of the services to the community and the nation (see Regulations, Section 701, for statement of proof required) _____
- _____
- _____
- _____
- _____

QUESTIONS 8, 9, AND 10 SHALL BE ANSWERED ONLY IF APPLICANT IS AN INDIVIDUAL

8. State month and year when you became regularly engaged in a business or profession necessitating a passenger automobile _____ (Month) _____ (Year)

9. Information regarding need for automobile transportation:

- (a) What specific locations (towns, communities, factories, mines, etc.) must you reach in performing the services described in item 6 (b)? _____
- _____
- _____

- (b) What transportation facilities, other than a passenger automobile owned by you, are available for reaching these locations? _____
- _____
- _____

- (c) Why are these facilities not adequate? _____
- _____
- _____

- (d) How many passenger automobiles do you own? _____ Explain why not adequate for your use _____
- _____
- _____

- (e) List all recent transfers of passenger automobiles made by you since January 1, 1942, and explain the reason for such transfers _____
- _____
- _____

- (f) Is any passenger automobile owned or operated by, or subject to the control of, any member of your immediate family (i. e., spouse, child, or dependent living in your home) and not fully employed for one or more of the purposes specified in the eligibility classifications? _____

- _____ If so, how many? _____ Explain why not available and adequate for your use _____
- _____
- _____

(g) If this application is granted, how many persons will use the automobile for purposes falling within one or more of the eligibility classifications? _____

10. Information indicating the public importance of the use of the automobile for purposes for which application is made:

(a) State the exact nature of the services rendered by you _____

(b) Are you engaged in the production of war materials? _____ If not, explain the importance of your services to the war effort _____

CERTIFICATION BY APPLICANT

I, _____, certify that I am the applicant (or, if the applicant is a State or political subdivision thereof, or a partnership or corporation, that I am an officer or duly authorized representative of the State or political subdivision, or partnership or corporation authorized to make this application); that I have read this application; that all statements and answers made therein are true; that I do not intend to and will not sell or in any way transfer the certificate issued to me; that I do not intend to and will not purchase the above-described automobile at a price in excess of the maximum price established by the Office of Price Administration.

Section 35 (A) of the United States Criminal Code (18 U. S. C. A. 80) makes it a criminal offense to make a false statement or representation to any department or agency of the United States as to any matter within the jurisdiction of any department or agency of the United States.

(Sign) _____

Address _____

(To be signed by the applicant. If the applicant is a State or political subdivision thereof, to be signed by any person authorized to make purchases. If the applicant is a corporation or partnership, to be signed by an officer, partner, or duly authorized agent thereof.)

ACTION OF BOARD

1. Date of action _____

2. Application (check one): ☐ Allowed. ☐ Refused.

3. If allowed, serial number of certificate issued _____

Certificate was (check one): ☐ Quota. ☐ Nonquota.

Reasons for allowance of application _____

(a) Eligibility group in which applicant placed _____

(b) Additional facts Board deems relevant _____

4. If refused, indicate reason by checking one of the following:

☐ Failure to establish eligibility classification.

☐ Failure to establish need.

☐ Failure to establish public importance of use.

☐ Other reasons (explain under "Remarks").

Remarks _____

INSTRUCTIONS FOR FILLING IN O. P. A. APPLICATION FORM R-213

Before filling out this application read Chapter VII of the New Passenger Automobile Rationing Regulations carefully. Unless you qualify under the requirements of this chapter your application cannot receive favorable consideration.

Due to the shortage of new passenger automobiles, many important needs will have to go unsatisfied. The burden of establishing your need rests upon you.

Answer the questions carefully and fully. Be certain that you have presented every reason that justifies your use of a new passenger automobile.

Point out particularly why you cannot obtain other means of transportation and in what way your use of a new passenger automobile will further the war effort. With this application, you may include letters or documents which help to establish your need for and the importance to the war effort of your obtaining a new passenger automobile.

In filling in Application Form R-213, applicants shall use ink, typewriter, or indelible pencil, and shall conform with the following instructions:

Name of applicant:

An individual shall state his given name, middle name, and surname. In all cases where an individual regularly doing business under a trade name makes an application, he shall state, in addition to his name, the trade name under which he is doing business; for example, John James Doe doing business as Doe Trucking Company.

A partnership shall state the trade name regularly used by such partnership; for example, Doe & Roe Transportation Company, a partnership.

A corporation shall give its full name as it appears on its corporate charter; for example, Doe Transportation Company, Inc.

A State or any political subdivision thereof shall state its name; for example, the State of Wisconsin; Village of Winnetka, Illinois.

Addresses and telephone numbers of applicant:

An individual shall state his residence or business or office address and telephone number thereof.

A partnership shall state the address and telephone number of one place of business of the partnership within the area administered by the Rationing Board.

A corporation shall state the address and telephone number of one place of business of the corporation within the area administered by the Rationing Board.

A State or any political subdivision thereof shall state the address and telephone number of one of its offices within the area administered by the Rationing Board.

If there is no place of business or office within the area administered by the Board, although the automobile applied for is to be garaged or stationed within that area, the applicant shall state the address of the place of business or office nearest the place where the automobile is to be garaged or stationed.

Certification by applicant:

The applicant shall certify the facts stated in the application, in the manner and form provided for such certification.

An individual shall sign his full name. In cases where an individual does business under a trade name, he shall set forth such trade name following his signature; for example, John Doe doing business as Doe Transportation Company.

A partnership shall set forth the name of the partnership followed by the legend, "a partnership," following which a partner, or a duly authorized agent of the partnership, shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Company, a partnership, by John James Doe, a partner; or Doe Transportation Company, a partnership, by Richard Roe, Store Manager, its duly authorized agent.

A corporation shall set forth the full name of the corporation as it appears on its charter, followed by the legend, "a corporation," following which an officer of the corporation, or a duly authorized agent thereof, shall sign his name, giving his position, preceded by the word "by"; for example, Doe Transportation Company, Inc., a corporation, by John James Doe, President; or Doe Transportation Company, Inc., a corporation, by Richard Roe, Truck Superintendent, its duly authorized agent.

A State or political subdivision thereof shall set forth its name, followed by the signature of an officer or duly authorized representative, giving his position, preceded by the word "by"; for example, State of _____, by John James Doe, Superintendent of Highways.

ELIGIBILITY CLASSIFICATION GROUPS

Certificates for new passenger automobiles may be issued to the following persons TO THE EXTENT, AND ONLY TO THE EXTENT, permitted by the Order and Regulations issued by the Office of Price Administration:

- (a) Physicians, surgeons, visiting nurses, or farm veterinarians who will use the automobile principally for professional services.
- (b) Regularly practicing ministers of a religious faith.
- (c) Persons requiring ambulances.
- (d) Persons engaged in fire-fighting services.
- (e) Persons requiring new passenger automobiles to maintain necessary police services.
- (f) Persons requiring new passenger automobiles to enable them to enforce such laws as related specifically to the protection of public health and safety.
- (g) Persons requiring new passenger automobiles to maintain mail services by or on behalf of the United States.
- (h) Persons furnishing licensed jitney, taxi, or similar transportation service to the general public.
- (i) Persons who require automobiles to transport them between places where construction or mechanical, structural, or highway maintenance and repair services are needed.
- (j) Executives, engineers, technicians, and workers, requiring automobiles for transportation, to and from, or within factories, power plants, transportation or communication facilities, farms, lumber camps, mines, military or naval establishments, or similar places of employment when the work done at such places of employment is essential, directly or indirectly, to the prosecution of the war.
- (k) Officers and employees of Federal, State, or local or foreign governments engaged in the performance of government functions essential to the public health, safety, or the war effort and requiring such automobiles for transportation on official business.
- (l) Persons requiring automobiles for the transportation of produce and supplies to and from a farm if the applicant does not own or possess a truck or other practicable means of transportation.
- (m) Traveling salesmen who are engaged in the sale of machinery or similar equipment for farms, factories, mines, oil wells, lumber camps, and similar productive establishments, and of foods and medical supplies.
- (n) Persons requiring automobiles to transport newspapers for wholesale delivery.

OFFICE OF PRICE ADMINISTRATION

QUOTA CERTIFICATE FOR ACQUISITION OF NEW PASSENGER AUTOMOBILE

NONTRANSFERABLE--VOID THIRTY DAYS AFTER ISSUE

Certificate Serial N^o A 000000

PART A

(At least two members of the board, the dealer or transferor, and the purchaser must sign at the places indicated on this part)

(TO BE FILLED IN BY LOCAL RATIONING BOARD)

- (1) Date of Issue _____
- (2) Rationing board No. _____
- (3) Address of board _____
(Street) (City or post office) (County) (State)
- (4) Name of purchaser _____
- (5) Address of purchaser _____
(R. F. D. or street) (City or post office) (County) (State)

CERTIFICATION

THIS IS TO CERTIFY that at any time within 30 days from the date hereof the above-named purchaser is authorized to purchase a new passenger automobile from any dealer or transferor.

- (6) _____
(Signature of purchaser or the agent representative thereof who signed application. Must be signed in presence of member or clerk of board)
- (7) _____
(Signature of member of rationing board)
- (8) _____
(Signature of member of rationing board)
- (9) _____
(Signature of dealer or transferor of rationing board)

(TO BE FILLED IN BY DEALER OR TRANSFEROR)

- (10) Name of dealer or transferor _____
- (11) Address of dealer or transferor _____
(R. F. D. or street) (City or post office) (County) (State)
- (12) Description of new automobile _____
(Make) (Model year) (Serial No.) (Engine No.) (Body type)
- (13) (a) Date of delivery of new automobile _____ (b) Price paid, \$ _____
(Month) (Day) (Year)
- (14) Description of trade-in, if any _____ (15) Amount of trade-in allowance, \$ _____
(Make) (Model year) (Body type)

STATEMENT OF THE PURCHASER

I CERTIFY that all of the above information is true and correct; that I received delivery of the above-described automobile on the date indicated; that the sale price thereof was not in excess of the maximum price established by the Office of Price Administration.

(16) (Signed) _____

(Must be signed in presence of dealer or transferor by purchaser or agent representative who signed above in the presence of member or clerk of board)

STATEMENT OF DEALER OR TRANSFEROR

I CERTIFY that I am the above-named dealer or transferor (or a representative thereof duly authorized to make this statement); that all the information given above is true and correct; that the sale price of the above-described automobile did not exceed the maximum price established by the Office of Price Administration; that I have compared the signature of the purchaser (or his representative), executed in the presence of a member or clerk of the board, with the signature, executed in my presence, of the person to whom I have delivered the automobile; that I believe said signatures are signatures of the same person; and that to the best of my knowledge and belief this transaction is regular and proper in all respects.

(17) (Signed) _____

(Signature of dealer, transferor, or representative)

(18) _____

(If representative, indicate capacity)

Section 35 (A) of the United States Criminal Code (18 U. S. C. A. 89) makes it a criminal offense to make a false statement or representation to any Department or agency of the United States as to any matter within the jurisdiction of any Department or agency of the United States.

Within 5 days after delivery of the automobile the dealer or transferor must file this part with the local board designated to serve the area in which the transfer was made. The Board shall forward this part to the rationing Board.

PART B

Certificate Serial N^o A 000000

(At least two members of the board and the purchaser must sign at the places indicated on this part.)

(THIS PART SHALL BE FILLED IN BY THE LOCAL RATIONING BOARD EXCEPT THAT THE DEALER OR TRANSFEROR SHALL INSERT HIS NAME AND ADDRESS AND THE DESCRIPTION OF THE NEW AUTOMOBILE)

(19) Rationing board No. _____ (20) Date of Issue _____
 (21) Address of board _____ (City or post office) _____ (County) _____ (State) _____
 (22) Name of purchaser _____
 (23) Address of purchaser _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (24) Name of dealer or transferor _____
 (25) Address of dealer or transferor _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (26) Description of new automobile _____ (Make) _____ (Model year) _____ (Serial No.) _____ (Engine No.) _____ (Body type) _____
 (27) _____ (Signature of purchaser or of the sales representative thereof who signed Part A. Must be signed in presence of members of board or clerk of board.)

Within 5 days after delivery of the automobile, the purchaser must file this part with the State or local agency having jurisdiction over the registration of motor vehicles, accompanied by the documents necessary to effect registration.

(28) _____ (Signature of member of issuing board)
 (29) _____ (Signature of member of issuing board)
 (30) _____ (Signature of member of issuing board)

PART C

Certificate Serial N^o A 000000

(At the time the automobile is delivered the purchaser must sign at the place indicated on this part.)

(PARTS C, D, AND E SHALL BE FILLED IN BY THE LOCAL RATIONING BOARD EXCEPT THAT THE DEALER OR TRANSFEROR SHALL INSERT HIS NAME AND ADDRESS AND THE DATE OF DELIVERY AND DESCRIPTION OF THE NEW AUTOMOBILE)

(31) Rationing board No. _____ (32) Date of Issue _____ (33) Date of delivery of automobile _____
 (34) Address of board _____ (City or post office) _____ (County) _____ (State) _____
 (35) Name of purchaser _____
 (36) Address of purchaser _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (37) Name of dealer or transferor _____
 (38) Address of dealer or transferor _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (39) Description of automobile _____ (Make) _____ (Model year) _____ (Serial No.) _____ (Engine No.) _____ (Body type) _____

I HEREBY CERTIFY that I received delivery of the above-described automobile on the date indicated.

This part shall be retained by the dealer or transferor.

(40) _____ (Must be signed in presence of dealer or transferor by purchaser or by same representative who signed on Part A)

Certificate Serial N^o A 000000

PART D

(41) Rationing board No. _____ (42) Date of Issue _____ (43) Date of delivery of automobile _____
 (44) Address of board _____ (Street) _____ (City or post office) _____ (County) _____ (State) _____
 (45) Name of purchaser _____
 (46) Address of purchaser _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (47) Name of dealer or transferor _____
 (48) Address of dealer or transferor _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (49) Description of automobile _____ (Make) _____ (Model year) _____ (Serial No.) _____ (Engine No.) _____ (Body type) _____

Within 5 days after delivery of the automobile, the dealer or transferor must mail this part to the local rationing board designated to serve the area in which the transfer was made. This board shall forward this part to the Office of Price Administration, Automobile Inventory Unit, New York, N. Y.

Certificate Serial N^o A 000000

PART E

(50) Rationing board No. _____ (51) Date of Issue _____ (52) Date of delivery of automobile _____
 (53) Address of board _____ (Street) _____ (City or post office) _____ (County) _____ (State) _____
 (54) Name of purchaser _____
 (55) Address of purchaser _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (56) Name of dealer or transferor _____
 (57) Address of dealer or transferor _____ (R. F. D. or street) _____ (City or post office) _____ (County) _____ (State) _____
 (58) Description of automobile _____ (Make) _____ (Model year) _____ (Serial No.) _____ (Engine No.) _____ (Body type) _____

The purchaser or transferor shall retain this part.

REPORT ON TRANSFER OF NEW PASSENGER AUTOMOBILE WITHOUT A CERTIFICATE

(To be prepared in quadruplicate in accordance with instructions on reverse)
STATEMENT OF PURCHASER OR TRANSFEREE

(1) The transfer reported herewith is for the following purpose: (Check one.) ☐ Use. ☐ Salvage of parts or scrap. ☐ Resale.

(2) Name _____
(Please print full individual, partnership or corporate name)

(3) Address _____
(Please print full street address)

(4) The transfer reported herewith is one which may be made, without a certificate, pursuant to Chapter V or VI of Rationing Order No. 2A for the purpose indicated above, and falls within the following classification:

- _____ Sale to a dealer, manufacturer, distributor, or the Reconstruction Finance Corporation.
- _____ Acquisition by distasteful, execution, attachment, and similar forms of judicial process or by repossession or default.
- _____ Acquisition by will or intestacy, or acquisition by operation of law by a trustee or receiver in bankruptcy, insolvency, or receivership.
- _____ Acquisition by an insurer, bulk dealer, or salvage company for salvage of parts or scrap.
- _____ Other type of transfer. (Specify what type.) _____

(5) On what date was the transfer made? _____
(Month) (Day) (Year)

(6) Does this statement cover the transfer of more than one automobile? _____ If so, how many? _____
(Yes or no)

(7) Give the following description of the passenger automobile concerning which this report is made:*

_____ (Make) _____ (Model year) _____ (Serial number) _____ (Engine number) _____ (Body type)
*If report covers more than one automobile, see instructions and attach rider describing each automobile as above.
I CERTIFY that I am the purchaser or transferee named above (or a representative thereof duly authorized to make this statement); that I have prepared the above statement and that the information therein contained is true and correct; that the sale price of the above-described automobile was not in excess of the maximum price established by the Office of Price Administration; that, if the Statement of the Seller or Transferor is not signed by him, the transferor refused or was unable to do so, and I inserted the information therein and believe it to be in all respects true and correct.

(Signature of purchaser or transferee or representative)
(If representative, indicate position held)

STATEMENT OF SELLER OR TRANSFEROR

(In the event the transferor refuses or is unable to complete this statement, the purchaser or transferee must supply the information required.)

(8) Name _____
(Please print full individual, partnership or corporate name)

(9) Address _____
(Please print full street address)

(10) Is the transferor a dealer? _____ (Yes or no)

(11) Was the new passenger automobile taken from the pool? _____ (Yes or no)

I CERTIFY that I am the seller or transferor named above (or a representative thereof duly authorized to make this statement); that I have prepared the above statement and that the information therein contained is true and correct; that the sale price of the above-described automobile was not in excess of the maximum price established by the Office of Price Administration; that I have read the above Statement of Purchaser or Transferee and have no reason to believe that any information therein contained is untrue or incomplete in any respect.

Section 25 (A) of the United States Criminal Code (18 U. S. C. A. 80) makes it a criminal offense to make a false statement or representation to any department or agency of the United States as to any matter within the jurisdiction of any department or agency of the United States.

(Signature of seller or transferor or representative)
(If representative, indicate position held)

INSTRUCTIONS FOR FILING IN O. P. A. FORM R-203 (Revised)

This report must be executed and filed with respect to any transfer of a new passenger automobile made pursuant to Chapter VI of Rationing Order No. 2A, and, to the extent provided in Chapter V, with respect to transfers of new passenger automobiles made pursuant thereto.

OBLIGATION TO COMPLETE FORM

The purchaser or transferee must fill in and execute the appropriate portions of this form in quadruplicate. Except as provided in the form, the purchaser or transferee must obtain execution of the Statement of Seller or Transferor.

FILING REQUIREMENTS

Transfers for resale: If a transfer is made for purposes of resale, the transferor shall, within 5 days of the transfer, file three copies of Form R-203 (Revised) with the Board designated to serve the area in which the transfer is made. (This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, New York, and one copy to the Local Board designated to serve the area in which the transferee or purchaser is located, if the transferor and transferee are not located in the same Board area.) The transferor shall retain one copy.

Transfers for use: If a transfer is made for purposes of use or for salvage of parts or scrap the transferor shall, within 5 days of the transfer, file one copy of Form R-203 (Revised) with the State or local agency having jurisdiction over the registration of motor vehicles if a change of registration is involved, and two copies with the Board designated to serve the area in which the transfer is made. (This Board shall forward one copy to the Office of Price Administration, Automobile Inventory Unit, New York, New York.) The transferor shall retain one copy.

If the transferor is a person other than a dealer, or if the transferor refuses or is unable to fill out the statement on the form, the transferee shall file the documents with the agencies listed.

SEPARATE AND COMBINED REPORTS

A separate report on this form must be made for each automobile transferred *except* in the case of the transfer of several automobiles between the same parties at the same time where no registration of any such automobile is required with the State or local agency having jurisdiction over the registration of motor vehicles. In case this report covers more than one automobile, a rider must be attached to each copy, giving the description of each automobile as set forth in item 7. If this report covers more than one automobile, all information given and statements made herein shall be deemed to be applicable to all such automobiles.

NAMES

An individual shall state his given name, middle name, and surname. An individual regularly doing business under a trade name shall state, in addition to his name, the trade name under which he is doing business; for example, John James Doe doing business as Doe Trucking Co.

A partnership shall state the trade name regularly used by such partnership; for example, Doe & Roe Transportation Co., a partnership.

A corporation shall give its full name as it appears on its corporate charter; for example, Doe Transportation Co., Inc.

A State or any political subdivision thereof shall state its name; for example, the State of Wisconsin; Village of Winnetka, Ill.

A Federal department or agency shall state its name; for example, United States Department of Labor. If a branch thereof the name of the branch shall be given; for example, Chicago Regional Office of United States Department of Labor.

ADDRESSES AND TELEPHONE NUMBERS

An individual shall state his residence or business or office address and the telephone number thereof.

A partnership shall state the address and telephone number of its place of business within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

A corporation shall state the address and telephone number of its place of business within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

A State or any political subdivision thereof shall state the address and telephone number of its office within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

A Federal department or agency shall state the address and telephone number of its office within or nearest to the area administered by the Local Rationing Board with which this form is to be filed.

EXECUTION OF FORM

The purchaser or transferee, and the seller or transferor (or duly authorized representatives thereof), must sign the form at the places indicated. If the form is executed by a representative, he must indicate the position held by him.

Regional Director
Attention: Azile Aaron,
Regional PA Representative,
San Francisco, California

April 9, 1942

Hugh J. Wade,
Territorial Director,
Juneau, Alaska

Evacuation of Japanese from the Territory to the
Continental United States ---Alaska

The following radiogram was received by acting Governor E. L.
Bartlett from Major General Simon B. Buckner, Jr., Commander of Alaska Defense:

BY AUTHORITY VESTED IN ME UNDER PROVISIONS OF
EXECUTIVE ORDER 9066 OF THE PRESIDENT OF THE

U S I AM DECLARING THE ENTIRE TERRITORY OF
ALASKA A MILITARY AREA FROM WHICH ALL PERSONS

OF JAPANESE PARENTAGE OF GREATER DEGREE THAN
HALF BLOOD AND ALL MALES OVER SIXTEEN YEARS

OLD OF HALF JAPANESE BLOOD WHETHER AMERICAN
CITIZENS OR OTHERWISE SHALL BE EXCLUDED stop

INSTRUCTIONS WILL BE ISSUED THROUGH PRESS AND
RADIO DIRECTING THESE PEOPLE TO REPORT TO THE

MOST CONVENIENT ARMY POST ON APRIL 20 FOR
EVACUATION TO THE U S stop JAPANESE WOMEN

LEGALLY MARRIED TO WHITE MEN ARE EXEMPT FROM
THIS MOVEMENT stop REQUEST YOUR ASSISTANCE

AND AID IN RELIEVING CASES OF DISTRESS AND
PROPERTY ADJUSTMENT RESULTING FROM THIS ACTION

According to the 1940 census, there are 263 Japanese in the Territory--
149 native born and 114 foreign born. In the census, mixtures not including
white blood were reported according to the race of the father--except all
persons having any negro blood. Thus the above figure of 149 native born would
include the children of a Japanese father and a Native or white woman.

Attached is a copy of a letter addressed to Major General Buckner
pointing up some of the problems which can be, at this time, anticipated. It
is doubtful, however, if he will be able to answer all of these questions; and
we are wondering if you could not more readily secure information for us regard-
ing the plans for these evacuees upon their arrival in the States from General
DeWitt's office.

The Governor's office inquired of Major General Buckner and have been
advised by him that he does not know the plan for these evacuees after arrival
in the continental United States.

Hugh J. Wade

Attachment-1
Forwarded

COPY of Wire

TO: Los Angeles

March 18, 1942

Retel date. Army advises that white American citizen wife of Japanese alien would not be subject to evacuation order although any children would be.

EVERSON

Armstrong: gh

Authorized

/s/ Everson

9. f.

S

Everson ✓
S

COPY

TRANSLATION OF TELEGRAM RECEIVED

FROM: Los Angeles Branch

March 18, 1942

American Citizen not of Japanese Nationality is married to Japanese alien required to evacuate this district wants to know if she will also be required to evacuate or whether she will be permitted to remain and operate the business enterprise.

Bold

SF 18
f 10:27a
r 10:33a

g.f.

Aliens
5

COPY *of wire*

TO: PORTLAND

March 14, 1942

Retel March 13, 1942 regarding status of Germans and Italians who have applied for second papers and also those who are awaiting final papers.

Army informs us that these classifications of persons remain aliens under Public Proclamation No. 1 until naturalization proceedings have actually been completed. While they are aliens we should perhaps be cautious about advising immediate disposition of their properties in connection with evacuation proceedings because as practical matter evacuation of German and Italian aliens may not be imminent.

EVERSON

Armstrong: gh

Authorized
/s/ Everson

g/f

Aliens
Definition of
5

COPY

TRANSLATION OF TELEGRAM RECEIVED

FROM: Portland Branch

March 13, 1942

Are following Germans and Italians classified as aliens
under Public Proclamation No. 1.

1. Those who have applied for second papers.
2. Those who are awaiting final papers.

MacEachron

SF 11

rl39

f 135

(penciled) Received 6 p.m. HDA

original g.f.