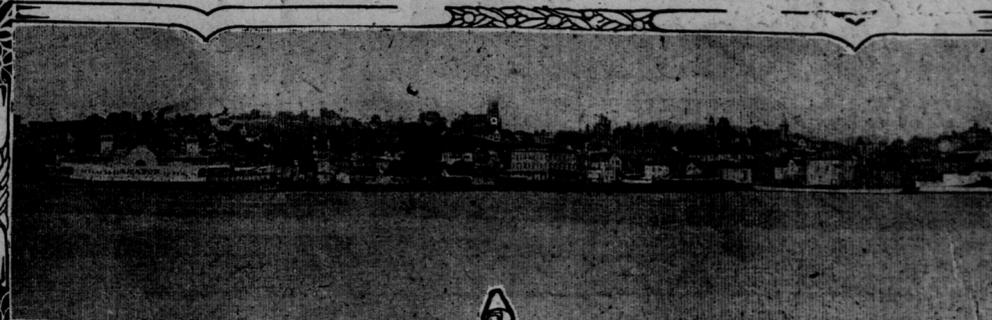


VALLEJO, THE CITY OF Ready Money



THE CITY OF VALLEJO AS SEEN FROM MARE ISLAND

Prominent Citizens of Vallejo

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O. B. Twenty

J.H. Topley

Sullivan

Raid

Now that the fleet is steaming rapidly toward California and every one's eyes are wide open to note every item of interest connected with the presence of the fighting ships attention will inevitably be drawn to the town of Vallejo, directly opposite the Mare Island navy yard, where, most of the ships of the fleet will be for a while. Vallejo has lately been renamed, though the new title is not officially known, but to the 10,000 who have the good luck to inhabit that town and to those outsiders who know the inside of things it is popularly known as "The City of Cash." And the reason for this subtitle, as it were, is that every year over \$2,000,000 in cash is handed over to her 10,000 inhabitants and \$200,000 changes hands every month. This cash speaks for itself; it speaks, too, of the chances that lie within the limits of Vallejo for the man who can foresee the future.

Vallejo has always been a city of possibilities, but these possibilities have become actual facts in the last few years. They have become facts so rapidly that the great body of people outside of Vallejo are still ignorant of her wonderful development along industrial and manufacturing lines. They regard Vallejo still as simply a navy yard town, totally in the dark as to her many other resources and surprised when they learn that Vallejoites are able to make five trips a day to San Francisco if they want to through the ample means of transportation furnished by both boat and rail.

Vallejo is a navy yard town. It is to the near presence of the navy yard that she owes much of her present prosperity. But the benefits accruing from the past are small when compared with those which the present years are expected to bring. The building of the big collier Prometheus, which will call for the employment of a small army of workmen, increasing the population of Vallejo by a full thousand and which will cost in the neighborhood of \$1,550,000, will give Vallejo an immense lift on her road to prosperity. During the coming two years an enormous amount of work will be handled in the navy

yard, including the \$100,000 job on the Sheridan. New men are being added to the construction and repair departments and to other departments proportionately, and Vallejo has to house, feed and clothe the entire force. What wonder that her rents are in proportion, that houses are rented as soon as the plans are drawn and before ground has been broken for the foundations? Vallejo is busy; she is more than busy; she is hustling night and day getting ready to supply the needs of thousands.

The Spanish American war was really a boon to Vallejo. During those months she was known not only as a repair station, but she became the main source of the ammunition supply for vessels in Asiatic waters as well as for those on this coast and her naval magazines developed into one of the great departments of the navy yard. Recently congress made an appropriation to meet the increased needs of the naval magazine and the reservation has been increased by 14 acres. New buildings will be erected which, together with the work of other departments, will necessitate the employment of skilled mechanics with a pay roll amounting to \$2,700 monthly.

In the light of the work contracted for and which will be undertaken in the navy yard in a few months it is

certain that Vallejo will not have sleeping places for the people within her gates. This, too, is good for the city. Real estate is certain to advance. Rented houses will be sought for. Those who hold unimproved property can do no better than to put up houses, confident of high rents and a big per cent of profit on their investment.

San Francisco's misfortune has proved Vallejo's gain. The urgent necessity for building material of brick and the impossibility of rapid transportation from the east caused California capitalists to look nearer home with the idea of finding a suitable deposit of clay and shale which would warrant the establishment of a large plant. The brick companies in Vallejo were already doing excellent work and when the report of the expert sent out by the new company was made it showed that the Vallejo hills, rising to more than 100 feet above sea level, are composed of solid plastic shales that extend from unknown depths to the very grass roots. Intermixed with the plastic shales are ledges of sandy shales which should be mixed with the others to insure high workable qualities. And as these hills grade off to an easy slope along the water front the location is certainly ideal for a plant of this nature. From data given and proved it may be that Vallejo will eventually become the clay working center of the bay counties.

The suburbanite who chooses Vallejo for his home will be sure of ample facilities in the way of transportation. Ten round trips to San Francisco are made daily, four by means of Southern Pacific lines and six by the General Frisbie and the Arrow, two swift and commodious boats carrying both passengers and freight. The trips average two hours each way and the fare is 75 cents the round trip. Then the Vallejo, Benicia and Napa Valley railroad, which connects the city with Napa, 15 miles away, has been in successful operation for years.

though the Vallejoites of early days were skeptical in predictions concerning its future. Aside from these lines of travel there are indications that Vallejo will shortly be the center of a network of interurban lines. Several projected electric roads expect to find their terminals in Vallejo. A road between Vallejo and Sacramento is soon to be in operation, and connection will be made with a line of steamers to San Francisco, thus practically doubling the transportation facilities now in existence. The project for a road between Vallejo and Benicia is also on the way to completion. The proposed plans to put on a ferry system between Vallejo on the main line of the road, which will greatly increase her commercial interests by bringing her into touch with other business communities. Far from Vallejo being merely a navy yard town, there is hardly a city in the state in which the business in-

terests are more diversified. Facts and figures speak for themselves, and they do not lie. The number of manufacturing and industries is unknown to the outside citizen. The Port Costa milling company in South Vallejo pays \$12,200 a year in wages and salaries alone; the lumber and mill works of the Aden company has an expenditure of \$24,000; the Vallejo steam laundry represents a yearly outlay of \$32,000; the E. Wiese packing company pays \$11,200 a year in wages and salaries; the San Francisco and Vallejo packing company is to the front with its \$25,000; the Solano brewing company helps with \$10,800 and the Port Costa lumber company increases the list with its yearly expenditure of \$8,000.

There must be added to these figures the large sum of \$1,818,012 paid out yearly in salaries and wages by the Mare Island navy yard; the \$75,000 expended by the Monticello steamship company, and the \$24,000 by the Hy-fire brick company, irrespective of the money paid out by the Southern Pacific company or by the various merchant enterprises or other industries of the city.

So it may be seen that the title of "The City of Cash" is not a misnomer. Where on another city of the same size be found in which \$200,000 changes hands monthly? Much of the money gained from Vallejo's many industries is thrown back into immediate circulation and a large part of wages and salaries received at the navy yard go to the upbuilding and maintenance of the town where the men live.

In the important matter of a pure water supply Vallejo rises to the heights. The municipal water works at Green valley are the pride of the city. The plentiful reservoirs at Wild Horse lake furnish the town with a bountiful supply of water as clear and pellucid as crystal. This system was built at a cost of \$500,000; for the year 1908 the revenue was approximately \$48,000 and the operating expenses but \$8,000.

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FRANK R. DEVLIN
JOHN BROWNIE
CAPTAIN Z. J. HATCH
JOSEPH R. ENGLISH
B. F. GRIFFIN

Comparative Statement of Deposits and Assets
Jan. 1, 1903.. \$127,399.73.. \$193,100.19
Jan. 1, 1904.. 263,221.68.. 324,091.87
Jan. 1, 1905.. 315,917.22.. 385,308.10
Jan. 2, 1907.. 448,473.21.. 525,443.76
Jan. 13, 1908.. 481,073.55.. 563,232.14
Mar. 7, 1908.. 508,664.65.. 590,101.74

We respectfully invite examination of the above statement and attention to our continued growth and increasing business.

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