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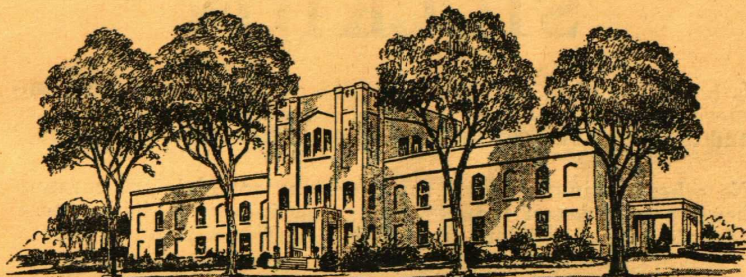
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1942-43

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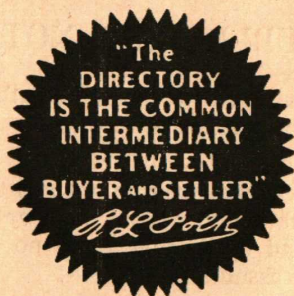
Containing an Alphabetical Directory of Business Concerns and Private Citizens, a Street and Avenue Guide and Directory of Householders of Stockton and Lodi, Rural Routes, and Much Information of a Miscellaneous Character; also a

"BUYERS' GUIDE"

AND A COMPLETE

CLASSIFIED BUSINESS DIRECTORY

For Detailed Contents See General Index



R. L. POLK & CO., Publishers

604 Mission Street, San Francisco, California

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GENERAL INDEX

	Page
Abbreviations.....	16
Abbreviations, Firm.....	15
Board of Education.....	44
Buyers' Guide.....	Opposite 448
Churches.....	462
City Government.....	317
Classified Business Directory.....	449
County Offices and Officers.....	290
Fire Department.....	318
Introduction.....	9
Libraries.....	491
Lodi City Directory.....	520
Lodi House Guide.....	377
Lodi Rural Routes.....	624
Police Department.....	318
Post Office.....	264
San Joaquin County Government.....	290
Societies—Benevolent and Fraternal.....	510
Stockton Alphabetical List of Names.....	17
Stockton City Government.....	317
Stockton Householdors' Guide.....	369
Stockton Rural Routes.....	593
Stockton Statistical Review.....	11
Street and Avenue Guide.....	369

INDEX TO ADVERTISERS

(Page numbers below refer to Buyers' Guide opposite page 448)

	Page
Acme X-Ray Laboratories.....	24
American Ambulance Service.....	Classified Tab Insert
American Sheet Metal Works.....	22
American Trust Co.....	left bottom lines and 6
Austin Bros.....	back cover and 12
Auto Body Works.....	House Guide Tab Insert
Bank of America National Trust & Savings Assn.....	6
Barnett Hal A.....	right top lines, 12 and 20
Breuner John Co.....	left bottom lines and 11
California-Western States Life Insurance Co.....	13
Capps Bros.....	left top lines, Classified Tab Insert and 22
Cardoza Marion P.....	12
Casa Bonita Mausoleum Co.....	B
Chapel of the Palms.....	left top lines and Classified Tab Insert
Corren M & Sons.....	right bottom lines
Cramer Collection Service.....	right top lines and 8
Credit Adjustment Bureau.....	left top lines and 8
Cutting L M & Co.....	20
Dawson's Van & Storage.....	24
Day & Night Drug Store.....	left bottom lines and 9
Dean Witter & Co.....	left top lines and 14
Dietrich F J & Co.....	right top lines and 20
Dohrmann Insurance Agency.....	front cover, right top lines and 13
East Side Patrol.....	A and 9
Eichelberger-Hobin Co.....	front cover, 13 and 20
Farmers & Merchants Bank.....	Lodi Tab Insert
First National Bank.....	left bottom lines and 6
Forkner's College of Commerce.....	22

INDEX TO ADVERTISERS

CONTINUED

	Page
Frank's Plumbing Shop.....	18
Fuller W P & Co.....	back cover and 18
Gianelli A E Co.....	front cover and 21
Gill Roofing & Construction Co.....	right top lines
Goodyear Service.....	23
Greenberg Hy.....	Lodi Tab Insert
Hale & Bawden.....	3
Hansel & Ortman.....	3
Hatch Chevrolet Co.....	Classified Tab Insert
Hotel Wolf.....	left top lines and 19
Kessel John.....	front cover, right top lines and 14
Kuechler's Jewelers.....	right bottom lines and 3
Labrucherie Al P.....	11
Levinson Furniture Co.....	16
Liberal Finance Co.....	Lodi Tab Insert
Lodi Steam Laundry.....	back cover, right bottom lines and 18
Lyons Edward P.....	back cover, 5 and 24
Manthey Bros.....	4
Menzie's C M & Dolph Gomas.....	Lodi Tab Insert
Montgomery J S Co.....	right top lines and 17
Moore Fred W.....	left bottom lines and 19
Muldowney John Printing Co.....	left top lines and 7
Nelson Laboratories.....	right top lines and 14
Occidental Life Insurance Co.....	10
Peerless Milling Co.....	right bottom lines and 11
Peffer.....	front cover and 21
Peirano Bros & Co.....	16
Personal Finance Co of Stockton.....	backbone and 15
Pesce & Co.....	right bottom lines and 19
Printwell Press.....	left top lines
Retailers Credit Assn of San Joaquin County.....	top edge, left bottom lines and 21
Robbins Curtis M.....	15
Rogers Jewelry Co.....	left top lines and 8
Rose Ed M & Co.....	left top lines
Rose Milling Co.....	left top lines
Ross T A—Collections.....	back cover and 7
San Joaquin Brick Co.....	right top lines, House Guide Tab Insert and 7
San Joaquin Building & Loan Assn.....	16
San Joaquin Lumber Co.....	bottom edge and 23
Security Title Insurance & Guarantee Co.....	front cover and 11
Shaw H C Co.....	15
Silver's Stockton Jewelry Co.....	15
Simpson Jewelry Co.....	right bottom lines and 10
Stanley Electric Motor Co.....	right bottom lines and 23
Stockton Abstract & Title Co.....	front cover and 4
Stockton Auto Wrecking & Supply House.....	17
Stockton Daily Record.....	21
Stockton Development Co.....	9
Stockton Dry Goods Co.....	left top lines and 23
Stockton Guaranty Title Co.....	back cover and 7
Stockton Ice & Fuel Co.....	left top lines and 14
Stockton Iron Works.....	left top lines and 17
Stockton Mattress Factory.....	left bottom lines and 9
Stockton Merchants Assn.....	Classified Tab Insert
Stockton Roofing Co.....	front cover, left bottom lines and 7
Stockton Savings & Loan Bank.....	left top lines and 22
Stockton Sheet Metal Works.....	right bottom lines and 5
Sunset Motel.....	right top lines
Thomas Theo W.....	House Guide Tab Insert
Thompson-Morton Inc.....	right top lines and 4
Tou-Rest Autel.....	right bottom lines and 5
Travo-Tel.....	right bottom lines and 12
Turner Hardware Co.....	Lodi Tab Insert
Union Ice Co.....	18
Vetter Oscar H.....	right top lines and 10
Wallace B C & Son.....	Classified Tab Insert
Yellow Cab & Baggage Co.....	left bottom lines and 8
Yolland Ice & Fuel Co.....	left bottom lines and 8

INTRODUCTION

R. L. POLK & CO., publishers of the Stockton City Directory, as well as more than 750 other city, county, state and national directories, present to subscribers and the general public, this, the 1942-43 edition of the Stockton Directory, which also includes Lodi together with a directory of the rural free delivery box holders on routes which are pivotal from the Stockton and Lodi Post Offices.

Confidence in the continued growth of Stockton's wealth, industry and population, and in the advancement of its municipal and social activities, will be created as sections of this directory are consulted for the directory is a mirror truly reflecting Stockton to the world.

The enviable place occupied by R. L. Polk & Co.'s Directories in offices, stores, libraries and homes throughout the country, has been established by rendering the best in directory service. With an unrivaled organization, and having the courteous and hearty co-operation of the business and professional men and residents, the publishers feel that the result of their labors will meet with the approval of every user and that the Stockton Directory will fulfill its mission as a source of authentic information pertaining to the community.

Population

The estimated population of Stockton is 63,250 based on the number of individuals' names in the alphabetical section of the directory, with due allowance for children and for women whose names are not listed separately from those of their husbands'. Territory immediately adjacent, which is part of the city, as far as business and social life are concerned, is included in the directory. The population of Lodi is estimated at 12,950.

Five Major Departments

The several essential departments are arranged in the following order:

THE ALPHABETICAL LIST OF NAMES of residents, business firms and corporations, on white paper, is included in pages 17 to 368 for Stockton and 523 to 576 for Lodi.

THE DIRECTORY OF HOUSEHOLDERS, TENANTS OF OFFICE BUILDINGS AND OTHER BUSINESS PLACES, AND STREET AND AVENUE GUIDE on pink paper, cover pages 369 to 448 for Stockton and 577 to 590 for Lodi. In this section the names of the streets and avenues are arranged in alphabetical order; the residences and business houses are arranged numerically under the name of each street and avenue, and the names of householders and business concerns are placed opposite the numbers. Home property ownership is indicated by the character ©, placed immediately after the name of the householder. The symbol ♠ preceding name denotes householders and places of business having telephones.

THE BUYERS' GUIDE beginning opposite page 448, and separately paged from 1 to 24, on goldenrod paper, contains the advertisements of leading manufacturing, business and professional interests of Stockton

and vicinity. These pages will be found particularly interesting and instructive to substantial purchasing factors. The advertisements have been carefully grouped by departments and are indexed under headings descriptive of the business represented. This is reference advertising at its best, and, as such, merits a survey by all buyers anxious to familiarize themselves with sources of supply. The community's activities, in many interesting phases, are authentically pictured. In an ambitious and progressive community like the Stockton district, the necessity of having this kind of information immediately available, is very great, and frequently, pressing. General appreciation of this fact is evidenced by the liberal support the city directory enjoys in the many fields which it serves.

THE CLASSIFIED BUSINESS DIRECTORY, on white paper, is included in pages 449 to 517. This department lists the various manufacturing, mercantile and professional interests of Stockton and Lodi in alphabetical order under appropriate headings. This feature constitutes an invaluable and indispensable epitome of the business interests of the community. "The Directory is the common intermediary between Buyer and Seller." As such it plays no small part in the daily doings of the business world. "More goods are bought and sold through the Classified Business Directory than through any other medium."

THE RURAL ROUTES DIRECTORY, pages 593 to 624, on white paper, includes the box holders on the rural routes served by the Stockton and Lodi Post Offices.

Community Publicity

The directory reflects the achievements and ambitions of the community, depicting in truthful terms what it has to offer as a place of residence, as a business location, as an industrial site and as an educational center. To broadcast this information, the publishers have placed copies of this issue of the directory in Directory Libraries, where they are readily available for free public reference and serve as perpetual and reliable advertisements of Stockton and vicinity, for business men, everywhere, realize that the city directory represents a community as it really is.

The Stockton Directory Library

Through the courtesy of the publishers of the Stockton City Directory, a Directory Library is maintained at the Stockton Public Library for free reference by the general public. This is one of more than 500 Directory Libraries installed in the chief cities of the U. S. and Canada by members of the Association of North American Directory Publishers, under whose supervision the system is operated.

The publishers appreciatively acknowledge the recognition by those progressive business and professional men who have demonstrated their confidence in the city directory as an advertising medium, with assurance that it will bring a commensurate return.

STOCKTON STATISTICAL REVIEW

Name of City—Stockton.

Slogan or Sub-phrase—California's Inland Harbor.

Form of Government—City Manager.

Population—47,963, 1930; 54,714, 1940 U. S. Census; 61,762, 1942 estimate.

White Population—Approximately 56,000.

Colored Population is approximately 700 Negroes; others, 4,014.

Native Born Population is 74 per cent of whole population.

Nationalities in the city besides American are Italian, Mexican, Filipino, German, Chinese.

Area—10.343 square miles.

Altitude—23 feet.

Climate—Mean Annual Temperature 59.6 degrees F. Average Annual Rainfall 14.29 inches.

Parks number 23 with 276 acres valued at \$928,763.00.

Assessed Valuation—\$61,546,940.

Financial—5 banks, 3 independent, 2 chain with two branches.

Postoffice Receipts for 1941, \$456,197.

Telephones in Service of January 1, 1942, 20,308.

Church Buildings—51.

Building and Construction—Value of building permits, year 1941, \$2,742,564.

Number of Homes—15,000 with about 40 per cent owned; dwellings total number 14,840.

Industry—Number of establishments 284, employing 8,900 men and women, paying wages \$8,428,000 annually and having products valued at \$44,000,000 annually.

Trade—Territory (Retail) serves 235,000 people within the trading area covering a radius of 25 miles north, 40 miles west, 70 miles south, 100 miles east; jobbing territory serves 600,000 people.

Newspapers—Daily, 1; Weekly, 5.

Hotels—There are 83 hotels with a total of 6,500 rooms, newest hotel was built in 1927.

City served by 5 steam and 1 electric railroads.

Amusements—Largest theatre or auditorium seats 5,000 people; there are 8 theatres, with a total seating capacity of 7,526 people.

Hospitals number 6.

Education—Number of colleges 1, Junior Colleges 1. Number of schools 29, including 1 high school, 4 parochial and diocesan schools. Number of pupils in public schools 12,573, in private schools 1,941. Total of all teachers is 527. Value of all public school property, approximately \$3,458,525.

City Statistics—Total street mileage 170, with 135 miles paved. Miles of gas mains laid 251, of sewers 226, electrical street railway 30. Capacity of water works (private) 20,000,000 gallons, daily average pump of 5,000,000. Fire Department employs 109 men with following equipment: 3 automobiles, 9 engines, 5 hose and chemical wagons, 2 hook and ladder trucks in 8 station houses. Value of Fire Department with property is \$434,780.20. Police Department has 62 men with 1 station and 19 pieces of motor equipment.

San Joaquin County and the Port of Stockton

STOCKTON CHAMBER OF COMMERCE

EXTENDING westward for many miles from the foothills of the Sierra Mountain Range, across the northern end of the San Joaquin Valley, reaching deep into the Delta area, lies San Joaquin County.

This great Inland Empire includes some of the most fertile farm land in the world among California's richest agricultural counties, nationally renowned for its Tokay, wine and raisin grapes, celery, asparagus, potatoes, sugar beets, lima beans, fruit, nuts and grain. This is also one of the most important dairy centers in the United States.

Lying east of this rich agricultural region in the foothills of the Sierra Nevada Mountains along the Mother Lode Highway, are many towns and cities famous from Gold Rush days. This territory abounds both in deep mines and placer, the latter now being handled by dredges. Not only gold, water and power come from this Sierra Region, but sugarpine and cedar, lime, cement, cattle and wool were exported through the inland Port of Stockton, augmenting the rich agricultural products of the Valley region to form the cargoes of many ocean going ships which journey up the deep water channel during peace-time, to take these commodities to all corners of the world.

This fast growing inland port was first opened early in 1933, and includes, in addition to the 32-foot ship channel dredged for 30 miles through the peat islands of the San Joaquin Delta, a most modern terminal with warehouse and railroad facilities, forming one of the largest general cargo terminals on the Pacific Coast, with a berthing space for eight steamers. In addition it is equipped for bulk grain loading, as well as for bulk cement, molasses and gasoline unloading, and has assembling and handling facilities, including over 22 acres roofed from the weather, that allow the steamers calling at the port to constantly set new records for loading and unloading freight. The port and ship channel represent an investment in Federal, State and local funds of over 10 million dollars, that has made possible savings in freight for the many products shipped through the port from all parts of Northern California and even Nevada and Southern Oregon.

From the wide San Joaquin River just before it enters San Pablo Bay, the ship channel was cut in long sweeping curves through the tangled waterways of the Delta; past fertile islands recently again reclaimed from a watery grave to set new world production records for yields of potatoes, celery and asparagus; past the many other fertile tracts of Delta land below river level, which have been successfully protected by levees against the spring flood waters for many years, to become the richest agricultural land in the world, even more prolific than the fabulous Nile Delta; to the City of Stockton, once the port of sailing clippers and river packets, from which the roads radiate toward Jackson, San Andreas, Sonora, Angels Camp and other cities and towns famous in gold rush days as "The Southern Mines." These roads now bring the products of mine and forest back to Stockton and its Inland Deep Water Port over the same routes followed by the stage coaches, freight wagons and burros of the early day miners.

Stockton is a modern thriving city, well lighted stores and air conditioned theatres. Founded by Captain Weber in 1844 as Tuleburg, it was later named after his friend, Commodore Stockton. Most of the river channels going through the city have been filled, but street names still remind us of Channel Street and Steamboat Levee, while the broad paved Miner Avenue is a far cry from the muddy wheel tracks that led east to where the stage coach roads branched to Sonora, Copperopolis and Angels Camp, San Andreas, Jackson and other diggings.

Many other major industries use the port in ordinary times and are located in the adjoining territory close to the source of their raw materials. From Sierra timberland, comes the Western Incense Cedar used in Stockton's two pencil slab factories where, after drying and curing, it is cut, shaped, kiln dried, dyed and bundled, ready for shipment to the pencil factories which insert graphite, glue the slab together and finish into fine lead pencils. With the almost complete using up of Southern Cedar, Western Incense Cedar has become almost the total world's supply of wood for pencils used by commerce and industry throughout the

world. Of five factories on the Pacific Coast furnishing this supply, two are located in Stockton.

A paper mill manufacturing boxboard and paper products is Stockton's largest year 'round industry, augmented by several fruit, vegetable and milk canneries. This city also boasts of one of California's oldest breweries, the El Dorado Brewing Company.

Returning once more to the fertile lowlands, we see how the early agricultural pioneers reclaimed the first delta land with levees, built by Chinese coolie labor with wheelbarrows. Later clam-shell dredges built more permanent levees, and much of the rich delta islands many feet below river level were reclaimed. Irrigation and seepage water coming in by gravity is picked up with modern propeller pumps and pushed through siphons over the levees to the river.

This network of waterways, besides being a fisherman's paradise, furnishes sanctuary to wild life, teeming with coots or mudhens, which live off the gleanings of the bountiful harvest, while white cranes and gray herons abound, and the flooded islands furnish resting places to countless ducks and geese.

Field corn is a bountiful crop on many of the islands, the levees being lined with cribs, filled after every harvest with ears of golden corn. This crop is gradually being displaced with the more intensive crops. Thousands of acres are devoted to asparagus beds, where, during season, Filipino field hands can be seen cutting and harvesting both the white asparagus for the canneries and the more mature green tipped asparagus for the market packs. It is gathered in horse-drawn sleds, taken to packing houses nearby, and there carefully graded, cut to length, and packed on wet moss in crates for shipment to distant wholesale markets.

Potatoes have long been an important crop on certain islands, the rich peat soil producing world record yields, which have stood through many years and are only broken when another delta tract establishes a new record. The narrow ditches irrigating the growing fields in blossom are an interesting sight, as are the machines which dig the potatoes from the soil. These are then gathered in sacks by the following field workers, to be trucked to the washing plants on the levees, where they are scrubbed, sorted and sacked for market.

Sugar beets have long been an important crop and become more important under present conditions. The past few years, with the conquering of the leaf hopper through the elimination of host plants in the coastal hills where they wintered, these beets have become a very important crop in the delta, where exceptionally large yields are the rule. On some islands, the beet fields stretch for miles. Here again modern machinery has come to the help of the farmer, though much of the work is still done by hand by the field workers. A machine now usually digs the beets from the ground, while the field hands follow along with sharp hooked knives, pick up the beets, and with a skillful swing, cut off the tops and throw down the beets. Another machine follows to scoop them up into a truck. Hence they are conveyed to the beet dump, where electrically driven machinery separates the tops, peat and other field trash, and piles the beets on a barge or railroad gondola for transportation to the sugar factory. Two large sugar factories, the Spreckels Plant at Manteca and the Holly Plant at Tracy, convert these sugar beets into white granulated sugar and many thousands of tons are shipped through the Port of Stockton annually.

In the irrigation districts and other irrigated farms throughout the division, dairying is a major industry. Many pure bred herds of fine cattle abound and production records are frequently broken. Many of these produce fine market milk under carefully regulated conditions for local and San Francisco bay markets, while many of the others sell their milk to one of the nine condenseries in the territory, or to one of the creameries producing butter for local and bay markets. With such outlets for milk its small wonder that dairying and the raising of alfalfa is one of the most important industries in this territory.

Many portions of California have heavy production of grapes, but in the Lodi Territory in San Joaquin County, this is a major crop, and the Flame Tokay of this vicinity has national renown. The vineyards, many with fifteen to thirty-year old vines heavily loaded with fruit, are busy scenes in the early fall, when they are carefully picked so as not to rub the bloom off the fruit and placed in boxes and shipped to eastern auctions.

Much of the Tokay grape crop later in the season finds its way into the many large wineries in the surrounding territory to supplement the juice of purple wine grapes, also grown prolifically on many vineyards.

Thus we find in San Joaquin County, of which Stockton is the center, a tremendous diversity of natural resources supplying varied agricultural and industrial products, many of which find their way back over the same routes taken by the 49'ers in Gold Rush Days on their return from the Southern Mines when they had "made their poke," back to the Port of Stockton.

"Port of Stockton Highlights"

The purpose of establishing a deep water port at Stockton was, and is, to afford water transportation of cargoes over the wharves at Stockton, the natural gateway to the interior valleys of California (the San Joaquin and Sacramento) for movement beyond, at a substantial saving to shipper, processor and consumer alike.

That this ultimate purpose has been accomplished can readily be borne out by glancing at the following strides achieved since the Port of Stockton was opened to deep water transportation, bringing all markets of the world within the reach of her shippers and consumers, just a little over nine years ago.

- (1) The Port of Stockton has experienced a very rapid increase in annual tonnage handled over its wharves. In 1933 this amounted to 309,546 tons. In 1940 this had grown to 719,914 tons. This inland port is located in the center of California's large interior valleys, which are approximately 405 miles long with an average width of approximately 60 miles, having a population of about 1,000,000.
- (2) Shorter hauls between California points and the Port of Stockton, make possible substantial freight savings.
- (3) This ocean terminal, with its concrete wharves, is capable of berthing eight ocean-going vessels at one time, and is the largest general cargo terminal on the Pacific Coast.
- (4) This ocean terminal is located seventy-seven miles from the Pacific Ocean, and was opened to world commerce February 2, 1933. The bottom width of the channel is 225 feet with a minimum depth of 32 feet.
- (5) To date, over 1700 large ocean-going vessels have called at this terminal to lift and discharge cargoes.
- (6) Total tonnage since the opening of the Port up to the first of February, 1942, 5,368,517 tons.
- (7) Local, State and Federal funds, totaling \$9,175,238.00, have been invested in terminal, warehouse and railroad facilities, dredging, and, rights-of-way, spoils disposal, and lighting of the waterway for night navigation.
- (8) Berthing capacity 8 Steamers
 Lineal berthing at wharf 3392 feet
 Open wharf area 131,872 sq. feet
 Total area under cover 991,430 sq. feet or 21.9 acres
 Paved open storage area 10.2 acres
 Approximate cost of structure \$2,500,000
 Depth of water 32 feet
 Warehouses (12) 182,400 sq. feet
- (9) The Port of Stockton has 12 modern warehouses, each containing 15,200 sq. ft. of mill construction, brick walls, concrete floors with 6-inch laminated roofs, tar and gravel covered. Each warehouse is equipped with automatic sprinkler systems, making possible low insurance rates.
- (10) In addition to the ocean terminal, the Port of Stockton operates 4,664 lineal feet of public wharves for the accommodation of inland vessels.
- (11) The ocean terminal industrial area includes:
 COTTON COMPRESS, compressing thousands of bales of California cotton annually for export.
 GRAIN TERMINAL, prepares over 50,000 tons of California barley annually for export.
 BEAN CLEANER, cleaning and grading California beans for world markets.
 LUMBER TERMINAL, distributing shiploads of lumber for central valley construction.
 MOLASSES TANKS, imports molasses to feed California livestock.
 CEMENT SILOS, distributing shiploads of cement.
 OIL TERMINAL, located adjacent to the Port of Stockton, on Rough and Ready Island, having storage tanks for distributing petroleum and petroleum products to central California.

The port facilities are served by a belt line railroad, operated jointly by the Western Pacific, Santa Fe and Southern Pacific Companies.

Terminal rates are maintained at Stockton by steamship lines operating in the Coastwise, Intercoastal and Foreign trade routes. Freight rates are the same as from other Pacific Coast ports of call.

Leading volume commodities, from the central valleys of California, of which Stockton is the ocean gateway, as well as commodities consumed in this vast inland empire are: Apricots, Asparagus, Barley, Beans, Cement, Gasoline, Lumber, Molasses, Milk Products, Olives, Peaches, Pears, Raisins, Spinach, Sugar, Tomatoes, Wine, Wool, and hundreds of processed and manufactured items.