

HISTORY

of SAN MATEO COUNTY

FROM THE EARLIEST TIMES WITH A
DESCRIPTION OF ITS RESOURCES AND
ADVANTAGES; AND THE BIOGRAPHIES
OF ITS REPRESENTATIVE MEN



ILLUSTRATED

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FOREWORD

IN the following brief historical sketch are shown only the main phases of San Mateo County's growth, as it would be impossible to portray in detail all the events of historical importance which have occurred in the county during the last one hundred and forty years, since the white man first set foot upon peninsular soil.

First were the Indians already in loose and scattered possession of the soil; then the Spanish explorers, followed by the Jesuit and Franciscan fathers. Next came the great land grants or ranchos with titles from the Spanish crown itself. These in turn were divided into lesser estates consisting, nevertheless, of thousands of acres apportioned among various rich men with their stately country seats. The last stage of development of the county is now at hand,—that in which the land is divided into its final segments consisting of smaller country estates and lots of the suburban home dweller.

ACKNOWLEDGMENT

The chronicling of the events which have transpired in a community such as San Mateo County, is a task that requires the cooperation of many. Assistance of various kinds has come from many sources, making it possible to compile this work. The publishers wish to express their appreciation to the following, for their cooperation:—Henry P. Bowie (historical data); Frank Eksward Secretary-Manager, San Mateo County Development Association, (general data upon entire county); Ed. McGettigan, Secretary-Manager Redwood City Chamber of Commerce (article on Redwood City); Davenport Bromfield (article on the subdivision of the County into its various tracts); E. E. Cunningham (article on the history of South San Francisco); Joseph S. Hunter (article on Hunting and Fishing in County); Rev. Jas. A. Grant of Burlingame (article on Catholic Church in County); Rev. W. A. Brewer, Burlingame; H. C. Tuchsén, Redwood City; D. A. Raybould, San Mateo; and T. T. Wiseman, San Mateo.

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INTRODUCTION

SAN MATEO in its soft, musical pronunciation, still voices memories of the past, when the Franciscan fathers were winding their chain of missions through the Californias.

San Mateo—the name itself is of Spanish origin and emblematic of the nation which laid the foundation of this state. Translated, it means, “St. Matthew,” which shall serve to remind us of the faith of the Franciscans which carried them across the seas to distant Spanish America, there to serve their God and King.

The history of California began with the first white man who set foot upon the soil, and has been interwoven by the two distinguishing elements always prominent in early Spanish colonization,—the military and the ecclesiastical. So it was in that portion of the state which later became San Mateo County; first came the men-at-arms hewing the way, followed by the priests and mission builders.

On October 9, 1776, came the foundation of the mission in San Francisco—Mission Dolores. During the next year, on January 18, 1777, the Mission of Santa Clara was built. It was a long day's journey on horseback between these last two missions. Almost the entire route lay in what is now San Mateo County. There was no road, or even a path in those days, to guide travelers from the cordial hospitality of the Presidio and Mission of San Francisco to the assured welcome waiting them at Santa Clara Mission.

These two missions were but a small part of the unbroken chain of Franciscan missions extending up the coastside of California from San Diego to San Francisco—a space of six hundred miles. There are twenty-two in all, thus dividing up the distance between each station in the chain to an average length of thirty miles.

The names of these missions, from south to north, with dates of foundation are,—San Diego (1769); San Luis Rey (1798); San Antonio de Pala (1816); San Juan Capistrano (1776); San Gabriel (1771); San Fernando (1797); San Buenaventura (1782); Santa Barbara (1786); Santa Ines (1804); La Purissima (1787); San Luis Obispo (1772); San Miguel (1797); San Antonio de Padua (1771); Soledad (1791); San Carlos or Carmel (1770); San Juan Bautista (1797); Santa Cruz (1791); Santa Clara (1777); San Jose (1797); San Francisco de Asis (1776); San Rafael (1817); and San Francisco Solano (1823).

Although the foundation of the missions at San Francisco and Santa Clara was the beginning of the development of the county, it is really in Europe where we must look for the first cause. In fact all the stirring and picturesque history of this period can be traced back to the different phases of political and religious activity in old Spain, rising to a fever heat in the court of Charles III.

Thus the history of San Mateo County really began in about the middle of the eighteenth century in Spain, when that nation, under Charles III, the greatest of the Spanish Bourbons, experienced a widespread national awakening from a period of disgraceful lethargy, into an era of prosperity, enlightenment and reform.

PART ONE

I

SPANISH COLONIAL ACTIVITY

THE rehabilitation was keenly felt throughout the Spanish colonies, particularly in Mexico and the Californias, all of which were ably administered by Jose Galvez, the great agent of the Spanish crown in America, whose zeal and enthusiasm in carrying out his sovereign's policy of expansion are matters of historical comment.

For a century and a half, Spanish statesmen had been intending to colonize the Californias. Their plans included possession of Monterey Bay, formerly discovered by the Spanish navigator Vizcaino. They considered this harbor the finest on the Pacific Coast, and desired it for the use of their ships engaged in the Philippine trade.

With this purpose in view, Charles III hastily dispatched a number of veteran Spanish regiments to America with instructions to Jose Galvez to commence an active campaign. When they landed at Vera Cruz, Galvez assigned them to posts of duty along the frontier. One of these, a dragoon regiment bearing the name of "Espana," contained a company under a captain who was destined to play an important part in the fulfillment of the Spanish monarch's plan for the settlement of the Californias, including that portion of the mainland which has since become San Mateo County.

This officer's name was Gaspar de Portola, who later became the first governor of California, and led the expedition in search of Monterey Bay which terminated in the unwitting discovery of San Francisco Bay in 1769. Gaspar de Portola, although not a brilliant historical character, was nevertheless an able and faithful officer whose career has become of great interest to all Californians.

For a time after his arrival at Vera Cruz, Gaspar de Portola served on the frontier of the viceroyalty of New Spain, in the provinces of Sonora and Sinaloa, where a minor war was being waged against the Indians. About this time King Charles, following the example of France and Portugal who were waging a general war on the Jesuits, decided to expel this order from his kingdom, as they had become very powerful and he feared the influence they exerted.

It fell to the veteran captain, Gaspar de Portola, acting under orders from Jose Galvez, to expel the Jesuit fathers from Mexico. With Portola's commission for this work came also his appointment as the first governor of Lower California, in which he was given entire charge of the civil and military administration of that peninsula. He

superintended the arrests of the Jesuits and the inventorying of all the property of their missions, to the satisfaction of Galvez and the Crown.

While Gaspar de Portola was performing these duties which included the establishment of Franciscan fathers under Father Palou, in missions left vacant by the Jesuit fathers, other events in Europe were leading up to his greatest achievement.

Word came to the court of Spain from the Spanish ambassador at Petrograd, reporting Russian colonial activity in Alaska and the Pacific Northwest, aiming at territorial aggrandizement. This disquieting news influenced the Spanish Crown to immediately carry out the long deferred project of taking possession of Monterey harbor and connecting it with Mexico by a chain of missions, settlements and forts.

Galvez, in Mexico, entered into the movement for the occupation of Upper California with all the impetuous energy which always characterized his every effort in the service of his master, the King of Spain. For this purpose, two expeditions were immediately outfitted; one to go by land and the other by sea—and these were simultaneously dispatched to Upper California. The objective of both expeditions had been described by the Spanish navigator, Sebastian Vizcaino, as a magnificent harbor, when he sailed by that port on his exploring expedition in 1602-03.

Strange as it may seem, both expeditions failed to reach the desired goal. The sea expedition which consisted of two schooners, the San Jose and the Principe, both laden with provisions and supplies, set sail under auspicious circumstances. After heading up to the latitude of Monterey they were forced to turn back to Santa Barbara channel for want of water; and finally they returned to San Diego, just in time to avert starvation for the colony established there.

The land party was placed under the command of Gaspar de Portola. The trip up the peninsula to San Diego was safely made and a mission was established at this port. Using San Diego as a base of operations, on July 14th, the party again proceeded on their journey. From this point the route was along the coast between the mountains and the sea. At the place where Los Angeles grew up they swerved inland, and did not reach the seashore again until in the region of Ventura. At San Luis Obispo the coast route became so difficult that they were obliged to turn inland again and scale the Santa Lucia Mountains, whence they passed into the Salinas Valley, and from there by a gentle descent arrived at modern Castroville.

Although at this point they recognized Point Pinos and other distinguishing features of the Monterey region, they did not realize that the bay they sought lay before them. On October 5, after calling a council, they decided to look for Monterey Bay further north. The next day the party continued wearily, with scant provisions, and on October 8th passed over a river which they named "Pajaro," in token of an immense bird which they found stuffed with straw. This had apparently been abandoned at their approach by the natives who were preparing it for some ceremony. The bird measured seven feet and four inches between outstretched wing tips. On the 17th they arrived at the present site of the City of Santa Cruz and gave the San Lorenzo

River its name. On the 20th, camp was pitched near the entrance to the canon of Waddel Creek, about three miles from Point Ano Nuevo which they recognized from a description of Cabrero Bueno.

Sickness and shortage of rations, which were now reduced to five tortillas of bran and flour per day, delayed the Argonauts here until the 23rd, when they again set forth. They made two leagues that day and by nightfall had reached the vicinity of Gazos Creek where there was a large Indian rancheria. The next day they traveled twice this distance and made camp on San Gregorio Creek. Illness delayed them here until the 27th when they again pressed forward.

The next day's march was over one of the roughest sections of country that they had yet covered, being interspersed with deep gulches or arroyos, over three of which they were obliged to construct rough-and-ready bridges upon which they carried their sick and led the pack animals. They rested on the banks of Purissima Creek that night beside an old abandoned Indian rancheria. The soldiers took possession of the huts, but almost immediately came running forth with cries of, "las pulgas! las pulgas!" (the fleas! the fleas!). Although piously-inclined Crespi, their spiritual leader, named the place San Ibon, the grosser name has persisted, and survives in the appellation of "Las Pulgas Rancho," which became one of the largest Spanish land grants in the country.

The 28th of the month found the wanderers' camp pitched on the future site of Halfmoon Bay or Spanishtown, upon the banks of Pilarcitos Creek. Almost every man in the little force was ill, including the commander; and it was not until Oct. 30th that the column moved on again, passing Halfmoon Bay and Pillar Point, both of which were observed and noted in the records of the expedition.

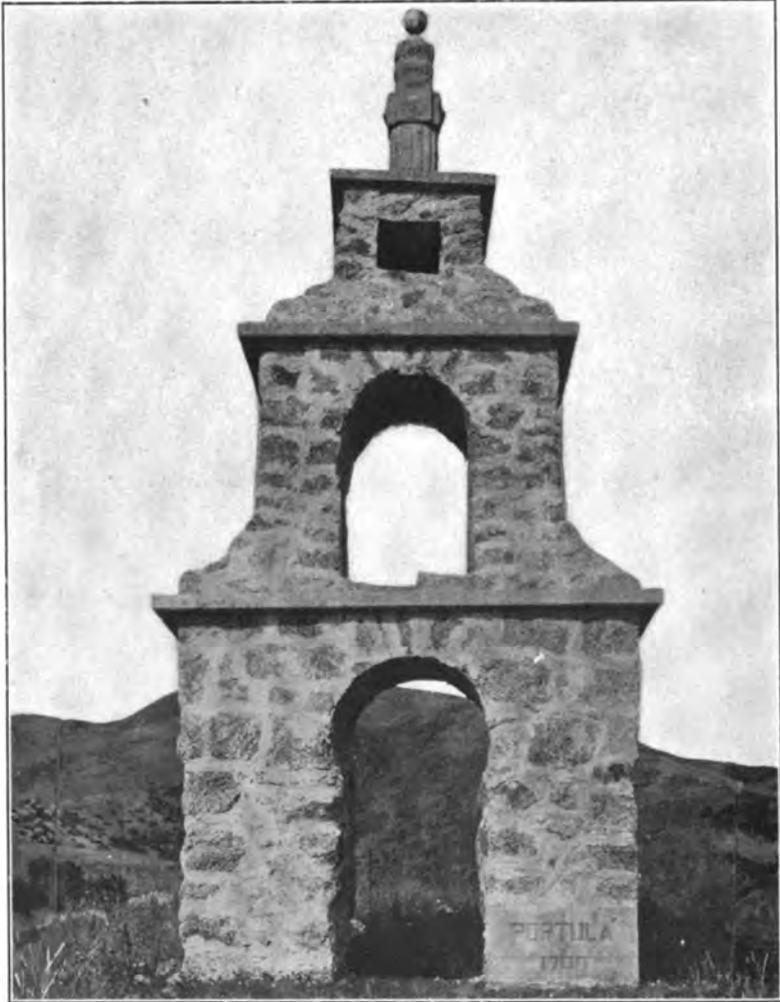
At a point about a mile north of where the Montara fog signal is now located, the party found a "rincon" or corner which offered a pleasant shelter against the north wind. A little stream furnished water, and on the beach was an abundance of mussels and other shell fish.

Here the main party stopped, and Sergeant Ortega with a few companions went on a reconnaissance over the hills to the northeast. In four days he returned to headquarters with the news of the Golden Gate effectually blocking passage further north, with Point Reyes beyond, and the porte (the southern arm of San Francisco Bay) stretching to the southward. The main party then, with Portola at their head, ascended the hills and confirmed Ortega's report.

Looking from the summit of Montara Mountain, an inspiring panorama unfolded. Far to the north, just visible through the October haze were the white cliffs of Point Reyes with Mt. Tamalpais in the foreground; while on the northwest the Farallones were faintly outlined. Before them stretching to the southward, lay the porte, around which it was their intention to advance northward.

The whole expedition then marched down the eastern slopes of the San Morenas and camped somewhere between Searsville and Redwood City. By this time sickness had again broken out in the party, and provisions were almost exhausted. In addition to this the Indians were daily becoming more hostile. The leaders held council and it was decided to immediately retrace their steps, and seek the porte of Monterey at a later period.

The return trip was made along the route followed north. After many hardships they reached San Diego on January 24, 1770, just in time to relieve that station from starvation. A second expedition led by Gaspar de Portola was more fortunate and succeeded in locating Monterey Bay.



MONUMENT TO PORTOLA, ERECTED AT MONTARA

II

ENGLISH NAVIGATORS VISIT PENINSULA

THE next navigator to pass the shores of the future San Mateo County after Sebastian Viscaïno and Gaspar de Portola was an English Captain, George Vancouver, in command of the sloops "Discovery," and "Chatham." He arrived in the bay of San Francisco toward the end of 1792, and anchored off the Presidio, where he was invited ashore by the genial Franciscan friars and entertained.

At their suggestion he made the trip down the peninsula on horseback to see the Santa Clara Mission.

The following passages are taken direct from his book, "A Voyage of Discovery round the World," in which he describes his trip from the Presidio to Santa Clara, through the future San Mateo County:

"At about noon, having then advanced about twenty-three miles, we arrived at a very pleasant and enchanting lawn, situated midst a



MASSIVE OAKS, ON EASTON ESTATE, DESCRIBED BY CAPT. GEORGE VANCOUVER IN 1792

grove of trees at the foot of a small hill, (El Cerrito) by which flowed a very fine stream of excellent water. This delightful pasture was nearly inclosed on every side, and afforded sufficient space for resting ourselves and baiting our cavalry.

"We had not proceeded far from this delightful spot, when we entered a country I little expected to find in these regions. For about twenty miles it could only be compared to a park, which had originally been closely planted with the true old English oak; the underwood, that had probably attended its early growth had the appearance of having been cleared away, and had left the stately lords of the forest in complete possession of the soil, which was diversified with pleasing knolls and valleys; which, with the range of lofty mountains that bounded the prospect, required only to be adorned with the neat habitations of an industrious people, to produce a scene not inferior to the most studied effect of taste in the disposal of grounds. Having passed through this imaginary park, we advanced a few miles in an open, clear meadow, and arrived in a low, swampy country, through which our progress was very slow, the horses being nearly knee-deep in mud and water for about six miles. About dark we reached better ground. Soon after the night closed in, we arrived at the mission of Santa Clara, which according to my estimation is about forty geographical miles from San Francisco."

Captain Vancouver was followed on the western coast of America by another Englishman, Capt. F. W. Beechey, who in 1826 was sent by the English naval department with a detail of men from Yerba Buena to pay his respects to the Comandante at Monterey. They tell of a night passed at Rancho de las Pulgas, and of seeing great herds of cattle among which droves of wild deer were feeding. Farther down the valley they reported partridges, pigeons, and geese in great flocks.

III

INDIANS OF COUNTY

IN Portola's narrative of the first expedition in search of Monterey Bay he makes several allusions to the Indians through whose country they were passing; sometimes referring to them as very friendly and sometimes as hostile.

The Indians of the county were an inferior race, and not to be compared to the fierce warriors of the plains west of the Rockies. They were not red or copper colored, but almost as dark as negroes. In stature they were rather short but their well knit frames possessed great strength and endurance.

Father Engelhardt, in his "History of the California Missions," thus describes their way of living: "Their habitations were primitive, consisting in the summer of a mere shelter of brush. Their winter quarters were a flimsy structure of poles fixed in the ground and drawn together at the top, at a height of ten or twelve feet. The poles were interwoven with small twigs, and the structure then covered with tules or tufts of dried grass. In some places these dwellings were conical in shape; in others oblong, and their size ranged according to the number of people living in them.

"At a distance they resembled large beehives or small haystacks. On one side there was an opening for a door, at the top another for smoke. Here the family, including relatives and friends, huddled around the fire without privacy and without beds or other furniture. In these huts were kept a few baskets, a stone mortar or two, some scanty rags of clothing and food obtained from the hunt. All refuse food and bones were left where they were dropped, giving the earth the appearance of a dog kennel. Fleas and other vermin abounded in this mass of filth, which soon became too offensive even for savages, and they adopted the very simple method of setting fire to the hut and building another."

These Indians waged few wars against other tribes; but from time to time they attacked the missions in the nearby regions, despoiled them and carried away the converts as prisoners and slaves.

In 1792 George Vancouver, the English navigator who traversed this region on horseback, from the Mission of San Francisco to that at Santa Clara, described the Indians as quite numerous throughout the peninsula. Some, he wrote, roamed through the country, while others inhabited villages adjacent to the missions.

Those who came under the refining influence of the priests were taught the tenets of the faith and the rudiments of farming; while the young women were instructed in the weaving of coarse

but serviceable cloth. Many of the younger women were persuaded to live entirely within the enclosures of the missions, until they were married, when the Franciscan fathers fondly hoped that they would in turn convert their husbands.

When the grain and other products of the field were harvested, these were fairly divided among the Indian families, in a sort of Utopian manner. At the Mission of Santa Clara, where the natives were more numerous than at the San Francisco Mission, twenty-four bullocks were slaughtered every Saturday night to meet the needs of the community. Of this number the priests only appropriated six for their own use.

From this time on, the numbers of the Indians dwindled; and when settlers began to slowly establish themselves in the country, they found only a scattering of natives. These were located mostly in the neighborhood of Halfmoon Bay, and at a place later known as the 17-Mile House. The lumber jacks at Searsville found less than half a dozen inhabiting that part of the country.

Indian mounds located in various parts of the county, are evidence of a large Indian population which had been there for many generations. These mounds were the former sites of Indian villages, and acquired their elevation through receiving the refuse from the camp and the bodies of the dead. Upon the crest of these mounds can be seen the remains of the "sweat house" or council chamber where the braves held their powwows and also indulged in hot medicinal baths.

Scattered about and half buried in the ground have been discovered many evidences of Indian life, such as stone mortars, crude fishing tackle, animal traps, weapons, stone cooking utensils, ornaments of shell and stone, and ashes of the dead.

IV

GROWTH OF COUNTY

FOLLOWING the trail of the discoverers came the Franciscan fathers, building their missions in an unbroken chain, six hundred miles long, from San Diego to San Francisco—and passing through San Mateo County.

Gradually the region which later became this county, ceased to be an unknown land because of the proselytizing work of the priests among the Indian tribes, and it began to attract settlers. For many years the advent of the newcomers was imperceptible; but as time passed their numbers increased, while the population of the native tribes correspondingly decreased, and little settlements began to form throughout the country.

Among the earliest pioneers, attracted by the lumber industry, were those who established themselves in the Redwood City region. These first comers formed a loosely knit community consisting of a few settlers grouped around the end of Redwood Creek and a number of sturdy lumber jacks who built their cabins upon the foothills and eastern slopes of the San Morenas.

The first English speaking settlers in this locality were William Smith and James Peace. At a very early date, Smith, who was known as "Bill the Sawyer," had some sort of a primitive sawmill in the vicinity of what is now known as Woodside. He was the pioneer of the lumbermen who cut away all the magnificent redwood forest which covered this part of the valley.

Smith found a good market for his produce at the missions and the Spanish Presidio at Yerba Buena, later known as San Francisco. Oxen hauled the lumber in the heavy old caretas to the "Embarcadero" or Redwood Creek, as it was called later; and from here it was loaded on boats and then taken to the "Cove" at Yerba Buena.

Two mills were soon built in the county, one at San Francisquito Creek by Denis Martin and another on the Old Mountain Home Ranch by Charles Brown.

Other mills were erected in rapid succession, until, as the eastern slopes of the San Morenas were gradually denuded of their timber, the mills were moved, one by one, toward the summit of the range, and then down upon the western slopes.

In 1850 Dr. Tripp sent the first big shipment of lumber from these woods to San Francisco upon a raft constructed for this purpose. In 1853 there were fifteen mills in operation within five miles of Woodside. So great was the lumber industry at this period that one of the chroniclers of that day made special mention of it.

"Mills have been established along the canons, and the ocean and the bay are dotted with fleets bearing their manufactured products to market."

The main cause of this great activity in the lumber business was the discovery of gold in California by Marshall at Sutter Creek in 1848. The astonishing activity that followed almost immediately in the mining regions, and the rapid growth of San Francisco, so stimulated the development of this region, that eight years later it became a county.

As San Mateo was a producing county with industries unallied to mining, it found a ready and lucrative market for its output right in San Francisco. Everything produced, commanded extraordinary prices. The lumbermen and millmen grew rich, as this industry, above all others immediately assumed colossal proportions. Mills by the hundreds were erected in the redwood forests in the neighborhood of Redwood City and on both the bay and coast sides of the San Morena Mountains. The milled product was sent directly by water from the nucleus of what later became Redwood City, to the waterfront of San Francisco. In fact the early city of San Francisco was built almost entirely from San Mateo County's redwood timber.

So satisfying had been the growth of the county that in the spring of 1856 the Hon. Horace Hawes introduced in the State Senate a bill entitled: "An act to repeal the several charters of the City and County of San Francisco, and to consolidate the government thereof." This became a law and received the governor's approval on April 19, of the same year.

The boundaries of the new county were identical with those of the southern portion of the County of San Francisco, up to the present northerly line where the two counties were cut apart.

A year later, because of disturbing irregularities found in the consolidating act, Senator T. G. Phelps, a resident of San Mateo County, introduced a bill to effect the proper organization of the county. It passed April 18, 1857, which date properly marks the legal organization of the county.

This act defined the southern boundary of the county, as running from a point in the middle of San Francisco Bay opposite the mouth of San Francisquito Creek; thence to and up the middle of said creek, following the middle of the south branch thereof to its source in the Santa Cruz Mountains; thence due west to the Pacific Ocean and three miles therein.

Another section of this Act provided that Redwood City should be and remain the county seat until otherwise provided by law.

Eleven years later this southern boundary was expanded southward and made to include ninety thousand acres or 140 square miles of additional territory. This was acquired from Santa Cruz County in March, 1868, by "An Act to fix and define the boundary line between the Counties of San Mateo and Santa Cruz." This new territory included Pescadero and Pigeon Point.

During the early years following the consolidation of county government, the choice of the county seat wavered between three places,—Belmont, Redwood City and San Mateo.



REDWOOD PARK, SAN MATEO COUNTY

By subdivision 3, section 9, of the Consolidation Act it was provided that "the seat of justice shall be at such place as may be determined by the qualified electors of the county."

At the county's first election held in May, 1856 at which unblushing frauds were perpetrated on an unorganized and wholly unprotected community by thugs and ballot stuffers from San Francisco, Belmont was declared the county seat, and the government of the county was set up at that place. Almost immediately, the county court held at Belmont with Judge Fox presiding, declared the May election illegal, and the archives of the government were removed from that place to Redwood City, where Diller's store building became the temporary Court House.

On February 27, 1858, the county through the board of commissioners accepted the offer of Mr. S. M. Mezes, acting as agent for the Arguellos, owners of the Pulgas Grant, donating a block of land in Redwood City for the site of the court house and jail.

During this time the county seat advocates for other locations had not slumbered, and the question was brought to an issue in an election called for May 1861, which resulted in favor of Redwood City by a vote of six hundred and fifty-six against three hundred and sixty-four for San Mateo and one for Belmont.

Twelve years later another election was held, December 9, 1873, on this same subject, when money was spent freely and strenuous efforts made by the respective partisans of the rival towns. The election returns stood—seven hundred and three votes for Redwood City, and six hundred and ninety-three for San Mateo, thus leaving a majority still in favor of Redwood City.

Instead of being discouraged by defeat, San Mateo was stimulated to further efforts by this excellent showing and in five months succeeded in calling another election at which their city was returned the victor with an overwhelming majority of two hundred and sixty votes.

Because of the alleged irregularities connected with this election, its legality was contested in the Supreme Court. On February 24, 1875 this court decided in favor of Redwood City, which thenceforth has remained the county seat.

V

EARLY DAYS OF SAN MATEO AND REDWOOD CITY

THE very beginning of San Mateo may be traced back to the little wayside mission or hacienda on the banks of San Mateo Creek. The interest that still clings to the spot where this little building once stood, is that it was the first step toward the foundation of the present city.

As the route between the Mission Dolores and that at Santa Clara lay through the peninsula which was occupied only by Indians, many of whom had been brought under the benign influence of the Franciscan fathers, a small mission or station was established on the banks of San Mateo Creek on land later owned by W. D. M. Howard, to guard in some measure against the possible hostile attacks of natives.

The hacienda was erected where the Camino Real spanned the San Mateo Creek. It stood on the north bank of the Creek and on the west side of the highway. Later a small chapel was erected near the hacienda where mass was said by the priests on their way between the missions Santa Clara and San Francisco. An adobe building was constructed, the substantial walls of which stood until the earthquake of 1868 when they were wrecked beyond repair. It was pulled down in 1870. Until that time the walls and the red-tiled roof remained in a fair state of preservation. The tiles, nevertheless, were preserved and were given as a memorial by Wm. H. Howard to the town of Burlingame which utilized them in the construction of an artistic station on the Southern Pacific tracks where they still serve as a reminder of the early days of the county. Mr. Geo. H. Howard the architect designed this station.

San Mateo, like other peninsula towns, traces its origin to small beginnings. The delightful climate and natural beauties of the place magnified by the graceful sweep of oak-dotted meadows from the foothills to the bay, exerted a potent charm upon the wealthy pioneer in search of a country home; as well as on the penniless and frugal settler wishing to earn a livelihood in the new community.

The early settlers were typified by such men as John B. Cooper, the first man to settle on the site of San Mateo—W. D. M. Howard, who purchased the San Mateo Rancho in 1848, Nicholas DePeyster, who came in 1850, Dr. Post in 1851, David S. Cook, and David Haver in 1852. Other early settlers in this town were men like Henry Husing, the first merchant of the town, who began trade in 1859;

conducted by the merchant firm of Skidmore and Furce]. In 1841 Charles and William Remington became the first blacksmiths of the place.

As the lumber business was the first important industry at Redwood City, so was dairying at San Mateo. Where once grazed the herds affording the milk supply of the old Palace Hotel of San Francisco, now stand the cities of San Mateo and Burlingame. The old dairy house of the Sharon Estate still stands, its rough weather-worn sides and dilapidated roof forming a marked contrast to the staid and stately residences of these modern cities and the palaces of the millionaire colony at Hillsborough.

The town grew steadily, and in 1853 a part of it was platted by Mr. C. B. Polhemus. Following the completion of the San Francisco and San Jose Railroad, which later became the Southern Pacific railroad, San Mateo began to attract the attention of wealthy men as an ideal for the location of their palatial residences.

In 1855 Rev. Alfred Lee Brewer founded the Episcopal Church of Saint Matthew in San Mateo. The beautiful stone church that met its fate in the great earthquake of 1906, was erected also in that year. In 1860 Dr. Brewer established St. Matthew's School, erecting the building beside the church. Here the school grew and prospered, establishing a high reputation throughout the Pacific Slope. It was not until 1892 that the school was moved to Hillsborough, where it remained until it was closed in 1915.

Prosperity came to the growing town, not unmingled with a seasoning of misfortune. On the morning of June 15, 1883 at a few minutes to nine o'clock, a disastrous fire started, which completely consumed the Central Block, an entire square opposite the Southern Pacific station. Although the Fire Department had just purchased a new fire engine, and the whole town turned out to fight the flames, nothing could be done. It was discovered too late that there were but two hydrants available to tap the water, of which there was a copious supply.

In those days the town was the northern terminus of the San Mateo, Pescadero and Santa Cruz stage line, the proprietors of which were Taft and Garretson. The Concord coaches of the company plied daily to Pescadero and Santa Cruz, carrying passengers and the mail. Today, the routes followed by the modern "jitney," are very similar to those of the former stage line. The stations of this route were San Mateo, Crystal Springs, San Felix, Byrne's Store, Eureka Gardens, Halfmoon Bay or Spanishtown, Purissima, Lobitas, San Gregorio, Pescadero, Pigeon Point, Seaside, Davenport and Santa Cruz. The distance was 78 miles.

An historical account of early San Mateo would not be complete without mention of Laurel Hall, a select seminary for "young ladies and little girls" opened in May, 1864. This was situated a mile south of the town on the western side of the county road, now the State Highway.

Today many matrons living not only in the county, but scattered throughout the state, have cause to remember with affection the educational advantages and happy school life of Laurel Hall.

San Mateo enjoyed a steady growth, and soon became the recognized purchasing center of the county. The stores of the city did a



B STREET, SAN MATEO IN THE LATE EIGHTIES

thriving business and were forced to remain open late Saturday nights to accommodate customers coming from the coast side as well as the surrounding country.

San Mateo was incorporated as a city of the sixth class on September 4th, 1894. The election called for this purpose was carried by a vote of 150 for, and 25 against incorporation.

The incorporation was accomplished only after much opposition by large property owners, who objected to the proposed boundaries of the new city, all desiring to be left outside of the proposed incorporate limits.

The first Board of Trustees consisted of A. H. Payson, Geo. W. Dickie, Chas. Herbst, J. H. Hatch and Robt. Wisnom. R. H. Jury was the clerk, Wm. F. Herbst treasurer, and Peter Rodgers, marshal.

The fixing of the boundaries of the proposed city of San Mateo was the greatest problem which confronted the committee on incorporation, and many were the wordy battles fought by them before the Board of Supervisors before this was finally accomplished.

That the city of San Mateo acquired the water front along the easterly limits of the City of Burlingame, from Peninsula to Burlingame avenues, was due to the foresight of the committee, who entered into a compromise with Wm. H. Howard to include those portions of the Howard lands, then known as the Polo Field and Howard Dairy, within the City of Burlingame, in exchange for this water front. These lands are now bounded by Howard avenue to the north, "H" Street to the east, Peninsula avenue to the South and Park Road to the west.

The time is not far distant when the waterfront will be a valuable asset and mean much to San Mateo.

The account of the early days of this city would be incomplete without mention of the growth of the Episcopal Church of St. Matthew, whose foundation was practically contemporary with that of the city itself.

When first entering the grounds, one notices the ideal surroundings of the church which are typically English, and conform gracefully with the English type of the Church.

In May, 1865 the first church building was erected and equipped, in San Mateo where the present building now stands. At that time San Mateo consisted of about twelve scattered homes, while the business center of the town was on the county road where the Parrott Place now stands.

Rev. G. A. Easton preached the first sermon in a school house in this location. The following year the Rev. A. L. Brewer D. D., from New York succeeded him. Those who have served as rector of the parish, following Dr. Brewer, are: Rev. W. P. Case, Rev. W. H. Knowlton, Rev. J. R. de Wolf Cowie, Rev. E. L. Parsons, and Rev. N. B. W. Galloway. Rev. W. H. Cambridge succeeded to the pastorate in 1911.

In 1906 the church building was destroyed by the earthquake of April 18, 1906; and it was not until four years later that the beautiful new structure was completed. During this time services were conducted in the parish house.

The church building is an adaptation of modern construction to English Gothic, with steel frame and concrete structure. The

windows are all memorials: the large windows facing east and west were given by Ogden Mills and Mrs. Whitelaw Reid in memory of their father and mother. The other persons commemorated are Rev. N. B. W. Gallwey and members of the Howard, Grant and Crocker families. The windows are by Heaton, Butler and Bayne of London, while the organ which is of exceptionally fine tone, was built by the Hope-Jones Company.

The parish includes Grace Chapel, Homestead, St. Paul's, Burlingame and St. Andrews, Lomita Park.

The site of Redwood City is on the Rancho de las Pulgas of the early Mexican period, and was known as the Embarcadero or shipping point.



EPISCOPAL CHURCH OF ST. MATTHEW, SAN MATEO

Most of the early traffic in lumber to San Francisco was effected through Redwood Creek, which ran inland from the Bay about three miles to the center of town where a wharf known as the Bridge Street Landing was built.

The first American settlement of Redwood City began in 1851 with the erection of a small house opposite this landing by Capt. A. Smith. Mr. G. H. Burnham then started a shipbuilding yard, and was soon followed by others in this industry, so that in a short time this community became a recognized boat-building center.

During 1852 several hundred settlers arrived, attracted by the commercial possibilities of the place as well as the belief that all this territory which was originally a large Spanish grant, would be declared government land, and that they could acquire title by "squatting."

On September of this year a hotel was opened by William Shaw; and soon after, two other hotels, the Pulgas House and the American House were opened. A school house built of rough boards was erected this year.

S. M. Mezes, agent for the Arguellos, owners of the Pulgas Ranch was the first real estate operator of Redwood City. In 1854 he laid out a town site which he called Mezesville, and for a long time Redwood City was known by this name.

A short time after San Mateo became a county in 1856, Redwood City was chosen as county seat, and a ten thousand dollar Court House and Jail were built.

VI

MEXICAN LAND GRANTS IN SAN MATEO COUNTY

THESE grants of land in San Mateo County, together with similar grants throughout Mexico and California, were made in the early Spanish colonial days by the governor of California, and ratified by his assembly or junta, although such ratification was not absolutely necessary. It was the aim of the Mexican government to make these grants as a reward for military service, but this was not a set rule and many civilians received such grants. Often they were given verbally and not confirmed until months and sometimes years afterwards, yet the grantees were considered to have valid title to their land.

When the Franciscan fathers established their mission church in San Francisco, they claimed as land appurtenant to the Mission all that portion of San Mateo County which extended to San Mateo Creek. The United States government refused to allow their claims,—and as a result, San Mateo County land titles continue to date back to grants made by the Mexican government, subsequently confirmed by the United States government. A large part of the bay side of the county was included in the following important grants:

Canada del Corte de Madera. A part located in San Mateo County,—remainder in Santa Clara County. Granted in 1833 by Jose Figueroa to D. Peralta and Maximo Martinez. Claim filed August 14, 1852; rejected by the Governor's commission on October 2, 1855, but confirmed by the District Court on April 6, 1858.

Buri Buri. Area 15,739.14 acres. Jose de la Cruz Sanchez et al., claimant for Buri Buri, in San Mateo County; granted to him September 18, 1835, by Jose Castro. Claim filed March 9, 1852, and confirmed by the Commission on Jan. 31, 1854, and by the District Court on Oct. 16, 1855. An appeal was dismissed May 11, 1858.

Las Pulgas. Area 35,240.47 acres. Maria de la Soledad and Ortega de Arguello, et al., claimants. Granted on December 10, 1835, to Louis Arguello. Claim filed Jan. 21, 1852, which was confirmed by the commission October 2, 1853; again confirmed by the District Court Jan. 26, 1855, and later by the United States Supreme Court. Patented.

San Pedro. Area, 8,926.46 acres. Francisco Sanchez, claimant for San Pedro. This tract was granted to him on January 26, 1839 by Juan B. Alvarado. Claim filed on September 22, 1852; was

confirmed by the commission on December 13, 1853, and an appeal dismissed March 20, 1857.

Corral de Tierra. Area 4,436.18 acres. Tiburcio Vasquez claimant for Corral de Tierra, was granted his claim on October 5, 1839 by Manuel Jimeno. Claim filed on February 17, 1853, was confirmed by the commission August 15, 1854, and by the District Court April 18, 1859. An appeal was dismissed on June 29, 1859.

Canada de Raymundo. Area 12,545.01 acres. Maria Louisa Greer et al., claimants for Canada de Raymundo. Claim granted August 3, 1840 by Juan B Alvarado to John Copinger. The claim was filed on February 3, 1852 and confirmed by the commission November 29, 1853, and by the District Court on January 14, 1856. An appeal was dismissed on November 11, 1856.

Canada de Guadalupe y Visitacion y Rodeo Viejo. Area 9,594-.90 acres. Henry R. Payson, claimant for Canada de Guadalupe y Visitacion y Rodeo Viejo. Granted July 31, 1841 by Juan B. Alvarado to Jacob P. Leese. Claim filed March 2, 1853; confirmed by the commission January 30, 1855, and by the District Court on June 18, 1856; an appeal dismissed April 1, 1857.

Feliz Rancho. Area 4,448.27 acres. Domingo Feliz was the claimant for the Feliz Rancho. The claim was granted on May 1, 1844 by Manuel Micheltorena. Claim filed February 17, 1852. It was confirmed by the commission on January 27, 1854; and by the District Court on October 29, 1855. An appeal was dismissed November 18, 1856.

Rancho de San Mateo. Area 6,538.80 acres. W. D. M. Howard, claimant for Rancho de San Mateo. Granted May 5, or May 6, 1846 by Pio Pico to Cayetano Arenas. Claim filed February 7, 1853; and confirmed by the commission September 18, 1855. An appeal was dismissed April 6, 1857. Patented.

The Buri Buri Rancho became the property of D. O. Mills.

The Pulgas Grant made to the distinguished Arguello family extended from the present City of San Mateo to San Francisquito Creek, and included Redwood City.

The San Mateo grant about which much of the history of San Mateo County clings, was made by Pio Pico, the last governor of California under Mexican rule, to his secretary, Cayetano Arenas, in 1846, in compensation for services rendered to the governor during the Mexican War. This was the last Mexican grant made. It was one of the smallest—6,538 acres—but it was probably the most valuable of all the granted tracts.

It extended from the foothills to the bay and included Coyote Point, about one-half the present city of San Mateo, all of Burlingame and most of Hillsborough, as well as the picturesque twelve-mile chain of Spring Valley Lakes whose waters supply the City of San Francisco.

The San Mateo Rancho became the property of W. D. M. Howard; large portions of which are still retained by his descendents. Mr. Howard paid \$25,000 for this property and expended a similar sum to enclose this area with a fence. Mr. Burlingame became interested in that portion of this property which subsequently took his name; while William C. Ralston, the famous banker was also a part owner in this section. Mr. Ralston's interests passed on to Senator Sharon

who in turn granted large tracts to many of the leading citizens of San Francisco, including the Popes, and Henry T. Scott and others whose villas and beautiful grounds are landmarks in this portion of the county.

The history of this grant which is now the most thickly settled portion of the county and the most highly developed, goes back nearly one hundred and twenty years to the time when Borica the seventh governor of all the Californias, Baja and Alta, selected this territory for a cattle ranch to be operated under the direction of the Mexican government. It was called "Rancho del Rey," or the King's Ranch.

The reason for the establishment of this ranch was the shortage of cattle in the Californias, and consequently a shortage in beef, hides and tallow. For three years a drought had prevailed so that immense herds of cattle owned by the Mexican government at Monterey had dwindled to 1200 head. This made it very difficult to provide meat for the troops at the Presidio of San Francisco and the crews of the royal vessels touching there.

The Mexican government decided to start another federal cattle ranch—and for this purpose Borica selected the natural pastures of the plains and the grassy slopes to the south of the present site of the City of San Mateo. The boundaries of this ranch were marked off from the maps of Cordoba and Alberni which contained the first surveys of the peninsula.

The ranch prospered and all went well in spite of the strong opposition of the priests at Dolores Mission who objected to this interference with their rights to supply the troops and vessels with beef at their own prices. They went so far as to make a protest to Spain, but Borica's action was approved. When the Franciscan fathers discovered that products of the King's Ranch were to be used only for government supply and would in no way interfere with their monopoly of the extensive trade with foreign ships, they withdrew their opposition.

VII

CATHOLIC CHURCH IN COUNTY

THE story of the Catholic Church in San Mateo County begins with the landing of Don Gaspar de Portola. He was accompanied by the Franciscans, who under Junipero Serra immediately set to work to establish missions. Two were founded in the region of the Great Bay; Mission Dolores in 1776 and Mission Santa Clara in 1777. A settlement at San Mateo followed as a matter of course, and so the first beginning of this city was a hacienda or inn where travelers could stay over night and stable their horses. The hacienda stood where the Camino Real spanned the Creek. Later on during the short lived era of the Spanish rancheros there was some sort of a chapel near the hacienda where mass was said by the padres on their way between the missions.

The missions were confiscated by the Mexican government in 1835 and the Franciscans banished, but with the annexation of California to the United States there came better days for the Church. The Jesuits took up the work at Santa Clara, and the pioneer Catholics who arrived in the late forties found Father Piccardo already visiting stations along the highway at Halfmoon Bay.

The demand for building material in the growing city of San Francisco created the lumber industry of San Mateo. In the middle fifties there were men felling trees in La Honda, sawing them at Searsville and loading them into barges at the Embarcadero. Searsville was then the metropolis. It stood near the lake of that name to the west of Palo Alto. Many of the pioneers were Irish immigrants who were fleeing the iniquitous troubles of '48. Among the first to take up land was Dennis Martin. He built a chapel on his land, which he dedicated to St. Dennis; and this church at Searsville was for a time the center of Catholicism in the county. It was an out-mission from Santa Clara. In 1857 Archbishop Alemany sent Father Cotter to Searsville to report on the feasibility of making it a parish. He considered the enterprise premature, but Father Dennis Dempsey came in 1858, and remained, and for a quarter of a century was the apostle of the county.

His first act was to move to San Mateo from Searsville. There were Irish settlements at San Mateo and Colma and some Catholics at the Embarcadero (now Redwood City). Searsville was no longer central, but mass was said at St. Dennis until a new chapel was built in 1870 at Mayfield. The old cemetery was used for burial up to twenty years ago, when the property passed over to the University.

When Father Dempsey moved to San Mateo he stopped at the Peter Casey Ranch, at Beresford. The nonagenarian, Mr. Casey is

still alive and a pillar of St. Catherine's Church at Burlingame. He loves to tell how he and the priests began the work at San Mateo—how they hitched the mare and called on the McNamaras and Morgans and Mees and Caseys and Burns and Claffays and Torpeys and Trowells and O'Callaghans and Gainors and Peytons and Dolans. Many of these families lived in the Canada; their ranches being bought subsequently by the Spring Valley Water Company. The Church and cottage at San Mateo were finished in 1860 and Father Dempsey set to work at once in the Sand Hills, as Colma was called. We are familiar with the names of the pioneers at Colma. Their sons and grandsons are still residents there—the McMahons, the Rileys, the Caseys, the Thorntons, the Knowles, the Brooks, the Dolans, the Codys, the Casserlys, the Devlins and the Castles.

With two out missions and the station at Spanishtown, Father Dempsey needed an assistant priest. One was sent in 1861 in the person of W. Briody, a young Irishman who hoped, all in vain, that the climate of California would save him from tuberculosis. He died in a year or so and was succeeded by Father Bowman who labored on with his pastor till the Master of the Vineyard called both away in 1881. Father Cooper succeeded Father Bowman as assistant, and was a genial and beloved figure in San Mateo for a quarter of a century. He became pastor of Ocean View and Colma in 1897.

Spanishtown dates from the days of the rancheros but there was no chapel until the early fifties. It was an outlying district visited by the Franciscans from Santa Clara and later by Father Piccardo. Indeed the Jesuit missionary continued his ministrations after Father Dempsey arrived and was of great assistance in dealing with the Spanish people. Mass was said on the Vasquez ranch, where Vasquez gave land about 1850 for a chapel and cemetery. The latter is still in use and is a familiar object as one approaches the town from the east. Vasquez's grave marks the sight of the first chapel. When the town of Halfmoon Bay assumed some proportions, the chapel was found to be too small and too far away. A new one was built which still serves as a parish hall adjoining the pretentious structure erected in 1883 by Father Santandreu who was appointed pastor in the seventies when the parish passed out of Father Dempsey's jurisdiction.

The indefatigable Father Dempsey built six churches. The fourth scene of his labors was Redwood City, where there was a colony of Irish immigrants. This city was a seaport of some pretensions until the railroad came. When the city fathers of San Francisco cut San Francisco County in two, thereby creating San Mateo County, Redwood, after a heroic struggle with San Mateo, became the seat of county government. The Church followed the people into the booming town, and in 1863 could boast of a chapel of its own. The little edifice still opens its portals to the congregation, as the original building is the front half of the present Mount Carmel. Redwood parish boasts of a parochial school conducted by the Notre Dame Sisters and attended by over two hundred children. A resident pastor was sent there in 1887 in the person of Father Dan O'Sullivan.

Menlo Park was an aftermath of the railroad. When some sort of transportation facilities were accorded, many of the successful pioneers were attracted by the climate and the oaks to this spot.

where they built summer homes. A village naturally grew up around the depot. For the accommodation of the Catholics, Father Dempsey in the seventies, built a church among them. In 1880 Father Spreckels was made pastor there with Redwood and Mayfield as out missions. He was succeeded subsequently by Fathers Riordan, Brennan, McKinnon, Lyons, and Hannigan, the present incumbent. Father McKinnon was appointed in 1905 and his first work was to open missions at Portola and Palo Alto.

Menlo Park occupied a prominent place in the archdiocese owing to the presence of St. Patrick's Seminary. The seminary is, in a sense, the very heart of Catholic life in the diocese, for it is there that young men are prepared for the priesthood. There are one hundred and forty there at present in the various classes of the twelve-year course. The parish is also the site of the Academy of the Sacred Heart, which is attended in particular by the daughters of the wealthy. A parochial school is also conducted under Catholic auspices.

When Menlo, Redwood and Mayfield were cut off, the parish of San Mateo comprised only the north end of the county and the mission of Ocean View in San Francisco. It was administered by Fathers Dempsey and Bowman until their death in 1881 when Father Birmingham as pastor and Cooper as assistant arrived on the scene.

In the course of a few years Father Birmingham was transferred by Archbishop Riordan to San Francisco; since then it has been the privilege of San Mateo to enjoy the gentle rule of Father Callaghan. From the eighties until 1906 there was no growth in the county. In that year the opening of the Bay Shore Tunnels offered easy communication with the city and the great conflagration precipitated matters. Very soon the county doubled her population. Many of the refugees became permanent residents and with the influx of many families there came new parishes.

St. Catherine's at Burlingame was organized in 1908 with San Bruno and Millbrae as missions; and in 1913 San Bruno became a parish by itself with Millbrae as a mission. In 1914 two more parishes were organized; one at South City and one at Colma. In all there are now in the county eight parishes—Colma, South San Francisco, San Bruno, Burlingame, San Mateo, Redwood City, Halfmoon Bay, and Menlo Park. There are missions with churches at Millbrae, Portola, San Gregorio and Pescadero. Beside the parochial organizations, there are two large institutions,—the seminary and academy at Menlo and parochial schools at Menlo and Redwood City.

VIII

EARLY DAYS IN COLMA REGION

THE following is a true account of the struggle of the Colma pioneers for the possession of the land they occupied and to which they had rightful title. The legal battle, which finally left them in undisputed title to their soil, was important, not only to them but to a large proportion of the land holders in the county.

This narrative is based upon a short historical account of Colma and the Colma Valley from the pen of Mr. Robert Sheldon Thornton, still residing at Colma, and fast verging upon his ninety-seventh year.

Mr. Thornton mentions the names of the earliest settlers who from 1853 to 1860 entered the government lands as homesteaders. Few of these men are still living, although the names of most of them are familiar to the older as well as the younger generations. Charles Clark, James S. Clark, John W. Locker, A. D. Willard, J. E. King, J. E. Clebey, A. J. Vanwinkle, Mary Dingman, I. G. Knowles, M. Hollingsworth, Franklin White, S. S. White, B. S. Green, Michael Comerford, Robert Patten, William Burley, Sr., Edward Robson, Hippolito Poletto, A. S. Easton, Jeremiah Smith, Herman Duncks, James Wood, John S. Colgrove, William T. Prince, John Cooper, Henry L. White, F. E. Pierce, Edward Burley, Jr., and R. S. Thornton. Those who settled upon private lands were Patrick Brooks, James Casey, Sr., Owen McMahn, Patrick McMahn and John Gardener.

From 1853 until 1859 the settlers upon these lands busied themselves in improving their homes, cultivating, fencing and building houses and barns, when suddenly one morning they were startled by the sight of surveyors upon their premises trampling their crops. The surveyors pretended that these lands belonged to the Laguna Merced Rancho, at that time an almost worthless waste.

The Government had given them patents to all these lands and they felt secure in their rights, yet there followed one of the most unjust litigations that has ever been known in the history of the State. The settlers of course, filed protests in writing to the General Land Office at Washington, D. C. against the encroachment on their lands, whereupon their opponents began suits of ejectment in the State Courts. This necessitated the organization of the Settlers' into a club called the "North San Mateo Settlers' Union," for the purpose of defending their rights in the State Courts in the protection of their homes. The Club selected Mr. R. S. Thornton as their legal fighting man to prosecute the cases in the Federal and State Courts and endowed him with power of attorney to fight the cases, to the best of his ability and judgment, for the interest of all concerned.

Mr. Thornton then entered into the hard task of fighting against rich capitalists, who had ejected him and his clients from their homes and merely wanted to steal their lands. He spent the principal part of his time for six years scouring the country for testimony, and attended strictly to the courts and land departments, going back and forth to Washington to look closely into all matters, so that the record should not be tampered with in the Supreme Court. The Attorney General warned him that it was war time in Washington and sometimes it has been known that slick thief writers have tampered with the record papers.

The decision of the State Supreme Court, which was rendered against the settlers, was a hard blow. The different members of the club then pledged themselves to fight it out legally first, but if not able to do so legally, to defend their rights regardless of the means employed and the consequences. They asked the court for an injunction to stay State Supreme Court judgment until the Federal Court had determined the question of the encroachment of the surveys of the Laguna Merced Rancho on their lands.

When this injunction was denied, the settlers prepared for war, and at once secured through a friend, seventy-five Kentucky rifles, a four-pounder brass cannon, with grape and canister-shot and plenty of ball cartridges for the rifles. On Mr. Thornton's 160-acre place they fortified a barn by piling the walls high with sacks of potatoes, and cut port-holes in the walls. A consultation with Judge Crocket, their main attorney, decided them to surrender possession until the Federal Court had decided the cases.

As soon as their opponents discovered they had given up the fight, they sent the sheriff on June 6, 1863, supported by a band of hired roughs from San Francisco, with guns and bayonets, to take action against the settlers. They appeared early in the morning at Mr. Knowles' house and ejected him and his family, leaving two men in possession with their guns for defense. The next day the Sheriff went to every settler's house and left a gunman in possession. The settlers were ordered to move out and leave their cultivated crops, which were about ready to be harvested. The value of these crops averaged \$1,500 to each 160 acres of land.

There was Mr. Pierce and Mr. VanWinkle who had acknowledged some lease of the Deharros, who owned some interest in the ranch, whom the Sheriff concluded not to eject. Therefore, Mr. Pierce's and Mr. Van Winkle's places were opened to the ejected settlers for protection. Mr. Charles Clark who was not ejected, also furnished similar quarters on his place. Most of the settlers stopped near the outskirts of the land until the Federal Court had determined the cases. Mr. Knowles purchased the two acres of land which is now called Hillcrest, and built a cow barn and dwelling house which still stand on that high point.

All this time Mr. Thornton was pushing these cases in the United States District Court, and finally secured a decision by that Court in the settlers' favor, that the survey encroaching on them was wrong, and ordered them to take the old survey of the ranch made in 1853. This decision left the settlers' land outside of that survey. Soon after, David Mahoney, the man put forward by the capitalists, filed affidavits of fraud, and it took about six months to rebut these charges. The

court held there was no fraud proven, although reversing its first decision by altering the survey, so it took in most of their lands again. The judge announced, however, in the last words of his decision that it afforded him much satisfaction to feel that the decision was subject to a review by a higher tribunal, where any errors into which he had fallen would be corrected. This decision was made on July 25, 1863.

Mr. Thornton immediately entered an appeal to the Supreme Court of the United States, and sailed on the steamer Sonora for Washington on the 23rd of October, 1863, arriving in Washington November 19, 1863. He then fought the case through the Supreme Court and on the 15th day of December, 1865 had the satisfaction of obtaining a unanimous verdict rendered in favor of his clients and himself, thereby establishing their titles as good titles from the United States. He arrived back in California with the titles and the final decree of the Supreme Court on May 24, 1866. The owners then commenced taking possession of their homes which their opponents had occupied for three years without ever paying damages or rents for their lands.

IX

SOME OLD RESORTS OF COUNTY

THESE pleasant places, some of which were in existence as far back as the early fifties, played their part in the development of the county. It was in their attractive environments that many of the most prominent business and professional men from San Francisco would foregather on Sundays and holidays to enjoy themselves and discuss their favorite political problems.

In the early days beds were at a premium, and many travelers carried their own blankets. A bench or even floor space or perhaps a hayrick out of doors was good enough for the hardy travelers who passed that way. The food was good, the beer was heady—and there was always a warm welcome,—so no one thought the lack of accommodations a hardship.

In 1849 a man by the name of Thorp built a little hut on the mission road from San Francisco to San Jose, at a spot fourteen miles south of San Francisco. Soon a more commodious structure was added to this and the former cabin-like building became the bar room of the new hostelry.

In 1871 a Mr. J. Gamble came into possession of "Thorp's Place" and christened it the "Star and Garter." Seven years later Thomas Rolls, a colored man became the proprietor and gave it the name of "Uncle Tom's Cabin," which is its present day name. The next proprietor was August Genevan who presided over Uncle Tom's Cabin until succeeded by Andy Buerke, the present proprietor.

Another of these resorts was located on the south bank of the San Mateo Creek where the county road still crosses it.

This little inn was visited at one time or another by all the men who have left distinguished names in the civic life of California. The place was crowded by pleasure seekers on Saturdays, Sundays and holidays. Among the celebrated characters, now dead and gone, who foregathered here at such times were Judge Ogden Hoffman, Recorder Hackett, Joshua Haven, Peachy McDougall, Hall and Cutter McAllister, Louis and Charles McLain, Captain Irham, Mr. Forbes, Gen. Beale, Gen. Fremont, Gen. Sherman, Mailey Payton, Beverly Saunders, Myers Truett and Lafayette Maynard.

The Lake House, a little inn on the old Mission Road, was another of these famous resorts. Its old location is now the bed of one of the Spring Valley lakes. It was here that David C. Broderick rested the night previous to his fatal duel with David S. Terry, Chief Justice of the State of California, on September 13, 1859, receiving a fatal wound.

Broderick who was a staunch upholder of the policies of Abraham Lincoln, had put up a hard fight to retain California undivided and loyal to the Union. Judge Terry and Senator Gwin were among his bitterest opponents. The political strife between Terry and Broderick culminated in a challenge from Terry which Broderick accepted.

Duelling pistols of the Lafoucheux type, a well known Belgian make, were the weapons chosen. These were the property of Dr. Aylette of Stockton, a personal friend of Terry; and had been used before in a duel. Although this affair did not result fatally, it demonstrated that one of the firearms was specially fitted with a hair-trigger, causing it to be discharged prematurely.

Broderick was not aware of this, and unfortunately drew the unreliable weapon on the morning of the duel. He fired a little in advance of his opponent, but his weapon went off before he had the opportunity to elevate it, and his bullet struck the ground a few paces in front of him; while that of his antagonist pierced his breast. Three days later Broderick died.

Another famous hostelry in the county was the "Crystal Springs House," a well known summer resort in the San Raymundo Valley, reached by a romantic drive up the canon of San Mateo Creek.

X

PERIOD OF LARGE LANDED ESTATES

FOLLOWING the period when the county was divided up into districts determined by the old Mexican Land Grants, comes that of a further division of this territory into the large estates of the wealthy. San Mateo is still a county of large estates; and presents the appearance of a typical old English shire, as it preserves the memories of the original landholders and early settlers in the names of its cities, towns, roads and land marks. Many of these early arrivals came seeking a home in the county, even before the discovery of gold in California in 1848.

There are about a score of such representative men, the names of many of whom are still borne by descendents. A large number still reside in the county, and retain considerable portions of the land grants owned by their fathers and grandfathers. These are the Athertons, Adams, Selbys, Doyles, Johnsons, Haywards, Lathams, Ralstons, Brewers, Macondrays, Bowies, Howards, Parrotts, Borels, Reddingtons, Poetts, Eastons, Polhemus', Sneaths, Woods, Donohoes, Mills, Tripps and others.

Other well known names, famous in the history of state and nation have acquired an added significance by their close association with the early history and upbuilding of the county, although not remembered as land holders. San Mateo County early became a sort of playground for the business and professional men of San Francisco, attracting also all the famous men of that city's early days, who spent much of their leisure in the county, either at the homes of their friends or at the picturesque inns of that period.

Could the registers of these various establishments be consulted, with their thousands of names of pleasure-bent pioneers, there would be found among them the signatures of such leading men of San Francisco's early days as Judge Lake, Judge Haydenfeldt, W. D. M. Howard, Dr. A. J. Bowie, William T. Coleman, Judge Stephen Field, Senator Gwin, C. B. Polhemus, H. F. Teschemacher, three times mayor of San Francisco, Governor Downey, Judge Ogden Hoffman, Recorder Hackett, Joshua Haven, Peachy McDougall, the Mc Allisters, the McLains, Capt. Irham, Mr. Forbes, Gen. Beale, Gen. Fremont, Gen. Sherman, Mailey Payton, Beverly Saunders, Myers Truett, Lafayette Maynard, Don Jose Robinson, Capt. Macondray and many others.

H. F. Teschemacher who later served three terms as mayor of San Francisco, came to the peninsula region from Boston in 1835. He was on terms of intimacy with all the old Spanish families including the Arguellos, Castros, Estudillos, Pachecos, Sanchez, Vallejos.

Noriegas and others. He tells of the time when vessels used to come here from Chile to load with grain from San Mateo Point, then an early and friendly rival as a port of commerce with Yerba Buena (San Francisco). Yerba Buena's population was then little more than 1500.

To William Davis Merry Howard is unanimously accorded the distinction of being the greatest of pioneers and early settlers of San Mateo County. The high reputation he bore for integrity and business ability lives after him, while his many substantial accomplishments for the good of the county still remain as monuments to his memory. He was a man whom everybody loved, and of whom no one spoke anything but good.

Mr. Howard was a man of great enterprise, both in San Mateo County and San Francisco. He was a prince of hospitality and did much to interest others in the county which he chose for his home.



WILLIAM DAVIS MERRY HOWARD

His house was brought around the Horn from Boston in sections in 1850. When erected it was called El Cerrito (the little hill) and was located on a part of the old San Mateo Rancho. The area of the San Mateo Rancho was 6,538.8 acres, which was originally granted by Pio Pico, the last governor of California under Mexican rule, to his secretary, Cayetana Arenas. In its sweep from the foothills to the bay, it included about one-half of the present City of San Mateo and all of Burlingame and most of Hillsborough, as well as the picturesque Spring Valley lakes that now furnish San Francisco's water supply. Mr. W. D. M. Howard purchased the San Mateo Rancho for the sum of \$25,000, and it cost him this amount in addition to fence his property.

Mr. W. D. M. Howard's interest in this delightful region which later became his home, commenced in about 1835 when he passed through this territory on his trip up the peninsula from the Isthmus.

W. D. M. Howard was a great fancier of live stock, and in 1857 he imported the first short-horns into California, consisting of the registered bull Orrin, and three cows. The descendants of these, together with later acquisitions, made up the famous Howard Short-Horn Herd, probably the best known in California today.

William H. Howard, son of W. D. M. Howard was another prominent figure in the county's early life. Upon what is now Burlingame, William H. Howard maintained a magnificent herd of dairy Short-Horn cattle. The dairy barn in which they were housed was taken down about ten years ago and removed to Merced County where it stands today.

As early as 1887 William H. Howard planned a subdivision of a part of the town of Burlingame, and this original subdivision was used practically in its entirety when the property was actually sold in 1905 and the succeeding years.

In 1889 William H. Howard held an auction sale of some of his San Mateo properties comprising a portion of the eastern and western additions.

That portion of the land south of Burlingame and east of the State Highway, on which the present town stands, belonged to William H. Howard.

William Davis Merry Howard was a native of Boston, Massachusetts. He married Miss Agnes Poett, daughter of Dr. Joseph Henry Poett. There was one son by this marriage,—William H. Howard who married Miss Anna D. Whiting of Boston. The children by this marriage were W. D. M. Howard, Gertrude Howard (now Mrs. F. S. Whitwell of Boston); Edward W. Howard, who married Miss Olivia Lansdale of Philadelphia; Frances S. Howard and John Kenneth Howard. Edward W. Howard was the father of five children: Olivia, William Henry, Anne, Gertrude and Marian.

Mrs. W. D. M. Howard survived her husband and later married his brother, George H. Howard. The children by this union were Miss Julia Howard (now Mrs. E. D. Beylard), George Howard, Miss Agnes Howard and J. H. P. Howard.

The descendants of W. D. M. Howard and also those of his brother Geo. H. Howard still retain large portions of the original W. D. M. Howard holdings.

William Davis Merry Howard's father was Eleazar Howard of Boston, Massachusetts, whose father was William Howard the great

grandfather of William Howard Taft, former president of the United States.

The name of William Davis Merry Howard is recalled by San Mateans for many things, but perhaps one of his greatest claims to remembrance is the signal service he did posterity in planting practically the whole county to eucalypti, thus covering many bare spots and establishing for all time a series of windbreaks to temper the velocity of the winds that used to sweep through the county in the days gone by, without check or hindrance.

The following inscriptions are to be found on the Howard family tomb, in the Episcopal Church of St. Matthew, of San Mateo, which stands near the center of the vast tract that was purchased and owned by W. D. M. Howard. They are fitting memorials of a prominent and most useful life.

THIS MONUMENT WAS ERECTED
ON THIS SPOT
WITHIN THE ORIGINAL CHURCH OF
SAINT MATTHEW
IN MEMORY OF
WILLIAM DAVIS MERRY HOWARD
BY
AGNES POETT HOWARD, HIS WIFE
AND
WILLIAM HENRY HOWARD, HIS SON
WHO TOGETHER ALSO GAVE THE LAND ON WHICH
THE ORIGINAL CHURCH DESTROYED IN THE
EARTHQUAKE OF APRIL 18, 1906 WAS BUILT AND ON
WHICH THIS PRESENT CHURCH NOW STANDS
ENTOMBED BENEATH THIS MONUMENT
WILLIAM DAVIS MERRY HOWARD
BORN MAY 2ND, 1819
DIED JANUARY 19TH, 1858
WILLIAM HENRY HOWARD
BORN JUNE 3RD, 1850
DIED OCTOBER 19TH, 1901
ABRAHAM HOWARD

The interment in this church of George H. Howard is commemorated by a bronze tablet in the chapel placed there by his daughter, Mrs. E. D. Beylard.

Darius Ogden Mills was one of the county's best known pioneers, although other sections of the state, such as Sacramento, also claim him for their own. He was born in North Salem, Winchester County, New York, on September 23, 1825. On September 5, 1854, he was married to Jane Templeton Cunningham of New York. He began his career as a clerk in New York City and later became cashier of the Merchants' Bank of Erie County in Buffalo. In 1849 he came to

California and became a merchant and dealer in exchange in Sacramento.

He founded the bank of D. O. Mills & Co. in that city, which institution is still the leading bank of the Capital city. From 1864 to 1867 he was president of the Bank of California of San Francisco. After this institution was wrecked by his successor, he again took charge of it and headed it until 1878, placing it on a sound basis.

He was regent and treasurer of the University of California from 1868 to 1880 and founded the Mills Professorship of moral and intellectual philosophy. He was also one of the first trustees of the Lick Estate and of the Lick Observatory on Mount Hamilton.

Shortly after his successful operations in California in the commercial world, Mills, in returning to New York, spent much of his time in looking after the poor people and became noted throughout the country as a philanthropist. He built a number of hotels for the poor.

D. O. Mills died suddenly at his Millbrae home on **January 3, 1910** of heart trouble.

There are now living at Easton, San Mateo County, two of his descendents,—Mrs. Adeline M. Easton, his sister, now at an advanced age; and Ansel M. Easton, his nephew, at whose home she now lives.

The Mills holdings in San Mateo County amount to about 3,700 acres, one-third of which are tide lands.

Mr. D. O. Mills was one of California's famous pioneers, as well as one of the early settlers in San Mateo County. He was a multimillionaire and one of the best known bankers in the United States.

It is of interest to know that the daughter of D. O. Mills married Mr. Whitelaw Reid, who from a reporter became an editor, then a newspaper proprietor, and was finally rewarded for his literary prowess by being appointed Ambassador to England.

The immediate Whitelaw Reid and Mills district is known as Millbrae which was laid out by Olmstead in the up-to-date little city of Millbrae. In this location are some of the most beautiful residences in the county, and for that matter in the world. They are reached through winding avenues lined with palms, cacti, redwood, eucalypti, acacia and pepper trees, together with various other strange and curious specimens of plant life brought from Australia, New Zealand and Africa.

William T. Coleman, famous as the leader of the Vigilantes, also built his home in this county, in the neighborhood of the D. O. Mills residence near Millbrae. He made a great fortune by locating the greatest borax deposit in the world.

The name of Dr. Joseph Henry Poett is one that was closely identified with the County's early history. He was the father-in-law of W. D. M. Howard, and received one-third of the San Mateo Rancho or what is now Burlingame and Hillsborough, through the will of W. D. M. Howard. He in turn gave twenty acres of this to his son-in-law, John H. Redington. Mr. Poett also sold part of this land to Anson Burlingame who retained it for a short time only.

John H. Redington, one of the earliest pioneers of the county came to San Francisco by way of the Isthmus of Panama in 1849, and finally in either 1863 or 1864 he settled in San Mateo County. His eastern home was in Waterville, Maine.

He received twenty acres of the original San Mateo Rancho from his father-in-law, Dr. Joseph Henry Poett. To this land he added by purchase until his holdings amounted to 800 acres. This land is about two miles northwest of Burlingame where Hillsborough is now located, and it extended to the bottom of the canon, now a Spring Valley lake. Here he built his residence. On this land was also the residence of Mrs. Williams whose daughter married Alfred Poett, son of Dr. Poett.

Mr. Redington dispensed a lavish hospitality at his home which at that time was the only estate between El Cerrito, the residence of W. D. M. Howard at San Mateo, and that of D. O. Mills at Millbrae. Mr. Redington's place was called Oak Grove, of which the only remaining relic is the station of that name on the Southern Pacific Railroad between Millbrae and Burlingame.

The names of his descendants are, Alfred P. Redington, John P. Redington, Sarah E. Redington, Mrs. Francis W. Wilson,—all of Santa Barbara, California; Arthur H. Redington, of Hillsborough, and Laurence W. Redington of Honolulu. Arthur H. Redington is now living at Hillsborough.

Notable among the early settlers in San Mateo County was the Rev. Alfred Lee Brewer D. D., who came to San Mateo in 1865. In the early years he officiated in the Episcopal churches in San Mateo, Belmont and Redwood City. St. Matthews, his school at San Mateo, became famous all through the west.

Dr. Brewer was noted throughout California as an educator and philanthropist. He was an able preacher and a capable administrator in public affairs. He had a high sense of honor, and his reputation for integrity gave him a prominent place among the distinguished men of the state.

There are few people living in San Mateo County today, more intimately identified with its interests or better acquainted with its history, charms and resources than Henry P. Bowie.

His first praiseworthy accomplishment was in 1879 when he planted Coyote Point with 120,000 young trees and levied 650 acres of the adjacent land. The trees remain as a landmark today; grown to a height of over one hundred feet, they can be seen for miles in every direction. Shortly afterwards he employed John McLaren, now superintendent of Golden Gate Park, as head gardener of the San Mateo Rancho, to plant all the back hills of the San Mateo Rancho with groups of eucalypti, pines and cypress,—thus creating for all time the excellent climatic conditions of this section of the county, including the cities of San Mateo, Burlingame and Hillsborough. Later on he introduced the graceful Abyssinian banana, an ornamental shade tree, the first specimens of which were planted upon the San Mateo Rancho.

Early recognition of Mr. Bowie's public activities came in his election as the first president of the San Mateo County Development Association, whose membership included such men as George Ross, Mr. Carnel, and John T. Doyle.

Subsequently he laid out El Cerrito Park, a portion of the Bowie estate where his home is now located. Under his management considerable of this property was later sold at public auction, thereby establishing real estate values in this section for all time. Although considerable more of this estate was also disposed of to the

Spring Valley Water Company, and others, a large portion still remains unsold.

When Mr. Bowie was a young man just beginning his law career, he was employed by John T. Doyle to take important testimony in the famous Pious Fund Case that had then assumed a world-wide importance and fame. At the Franciscan Monastery of Santa Barbara he took the testimony of the celebrated Padre Sanchez, a very aged man who was the only remaining living witness. It was upon this testimony that the case was won and about three million dollars secured for the Catholic Church of California. General Rosecrans was also employed by Doyle to secure documentary evidence at the library in the City of Mexico, but Mr. Bowie has the distinction of being the only lawyer to take the testimony of a living witness in this case.

Mr. Bowie was instrumental in the founding of the San Mateo Leader, the first newspaper published in the City of San Mateo. This paper was under the management of Mr. Kirkbride and Mr. Jury, who pledged themselves never to allow their sheet to be used for any unworthy purpose, and faithfully kept their promises. The San Mateo Leader was recently absorbed by the San Mateo News Publishing Company.

Mr. Bowie retains his interest in the current county affairs; and from the time that Hillsborough was established as a city of the sixth class, he has held the office of Judge of the Recorder's Court. He was the president of the County Commission of the Panama Pacific Exposition.

Mr. Bowie married Agnes Howard, widow of George H. Howard—and former widow of W. D. M. Howard. Mr. Bowie survives his wife.

Aside from Mr. Bowie's recognition in San Mateo County for his public services, he has earned a world-wide reputation as the greatest authority on Japanese art. He has written and published a work upon this subject which has achieved a wonderful success, winning recognition from leading critics in Europe and America.

Charles B. Polhemus came to San Mateo County from San Francisco in about 1858, and purchased a tract of land which covered all that portion of the present area of the City of San Mateo from the creek to Alvinza Hayward's place and the County Road. He laid out the City of San Mateo on the Pulgas Rancho side of the Creek.

Mr. Polhemus erected a house next to the Hayward estate, and lived there until 1866, when Peter Donohoe bought it from him.

He was a member of the firm of Polhemus, Donohoe & McLaughlin who were the original promoters and part owners of the railroad from San Francisco to San Mateo and San Jose, which later became the Southern Pacific. In this work he was associated with Mr. Main and Mr. Newhall. The San Mateo depot was built in Mr. Polhemus' grain field. This tract was afterwards sold out by him. He then moved to San Jose where he died in 1904.

Mr. Polhemus came to California from South America and founded the house of Alsop & Co., Commission Merchants, in San Francisco. In 1851 he married Matilda J. Murphy. Three children were born to them.—Stanhope Prevost (deceased), George Bissel (deceased), and Mary Josephine, now living at Meran, Austria. He is survived by a widow and one son Charles B. Polhemus, Jr.

Frederick Macondray, one of San Francisco's first merchants settled in San Mateo in 1854 while this part of the peninsula belonged to San Francisco County. Coming from Boston, Massachusetts the early home of W. D. M. Howard, he chose his California home in the same county as this other sturdy pioneer. He acquired a large tract of land on the south bank of the San Mateo Creek within the present site of the City of San Mateo. This he subsequently sold to John Parrott.

The children of Mr. Frederick W. Macondray are F. W. Macondray (deceased), Mrs. James Otis, and Miss Martha Macondray. The grandchildren are, Mrs. Perry Eyre, Mrs. Inez Moore, Atherton Macondray, Henry Macondray, R. A. Macondray, and F. L. Macondray—children of his son, F. W. Macondray. The children of Mrs. James Otis are James Otis, Mrs. Hall McAllister, Mrs. Lake and Charles Otis.

The name of Wm. C. Ralston figured more brilliantly in California history for a short period perhaps, than that of any other man of his day; and will linger for all time in the annals of both his state and county.

Wm. C. Ralston and D. O. Mills were the organizers of the Bank of California, of which institution Mr. Ralston became the cashier and president. His business activities in the city of San Francisco covered a wide field, extending into other states. Many of these, unfortunately were not inspired by sound business judgement.

In 1866 he purchased an extensive country seat at Belmont in San Mateo County, to which he added extensive improvements, and made this the background of a series of entertainments that would rival those of an Indian prince in their expenditure and prodigality. So costly were these hospitalities, that it was taken for granted that the Bank of California furnished him the money for them to impress the world with its unlimited resources.

At times he would have from two to three hundred guests at his Belmont home. In the seventies, before the failure of the Bank of California and his tragic death, it was his usual practice to drive down the peninsula every afternoon in summer in a crowded tally-ho coach with six horses which he changed at San Bruno. He made the trip in two and one-half hours. Mr. Ralston would also often drive a four-horse team from San Francisco to his home.

The amount of land acquired by Ralston in the county amounted to 180 acres located one mile west of the present Belmont station.

The decedents and present members of the Ralston family are, Lizzie Fay Ralston (widow), Mrs. W. C. Ralston Sr., now living at Georgetown, El Dorado County, Cal., W. C. Ralston, Jr., 25 Broad St., New York, Mrs. Arthur Page (Emelita Ralston), San Francisco, and Mrs. Louis Victor Bright (Bertha Ralston), 136 East 65th St., New York.

Other famous men to own homes at Belmont were Senator Sharon, Colonel Cipriani and Governor McDougal.

Robert Orville Tripp, a native of Foxboro, Massachusetts, was one of the earliest pioneers of the county. He came from New York, and passed through Mexico in 1849 on his way to California. On October 30th of this year he settled where the present town of Woodside has sprung up, acquiring about 126 acres of land.

He was prominently identified with the early lumbering operations in the Woodside district, and has the distinction of sending the first big shipment of lumber to San Francisco, on a raft specially constructed for this purpose.

Mr. Tripp died March 31, 1909 at the age of 93 years. Adeline Tripp, the only living member of the family is now living at Woodside, where she owns a large tract of land.

Faxon Dean Atherton is another one of the oldest pioneers of the southern part of the county. He was formerly a merchant of Valparaiso, and later one of the leading capitalists of San Francisco. His house was ever the scene of friendly gatherings of notable people from all over the world. His family and descendents are still residing in their homes in various parts of the large tract formerly owned by them.

Mr. Atherton settled in San Mateo County in 1860, at Fair Oaks (now Atherton) where he purchased 640 acres of land. This tract is located on the County Road between Atherton and Menlo Park.

His descendents are, Mrs Dominga G de Atherton (deceased), Mrs. Maria Alejandra Atherton de Rathbone (deceased), Frank A. Atherton (deceased), Mrs. Elena Amanda Atherton de Selby (deceased), George Henry Bowen Atherton (deceased), Mrs. Isabel Eulogia Atherton de Edwards (deceased), Faxon Dean Atherton and Mrs. Florence Alice Atherton de Evre, now living at Menlo.

Mayor Selby, another resident of Menlo Park, was a man of great ability and popularity. It was he who built the Selby Shot Tower in San Francisco and founded the Selby Smelting Works.

The present holdings of the Selby family consist of about 400 acres at Atherton fronting on the beautiful Selby Lane. Mr. Percival Selby is the only representative of this family residing in San Mateo County.

The description of Menlo Park would not be complete without mention of the name of John T. Doyle who spent more than one half of his long life at his home in Menlo Park. Considered one of the most thoroughly equipped common law lawyers in America, Mr. Doyle's chief claim to grateful remembrance was his instrumentality in securing for the Catholic Church of Upper California a vast sum of money known as the Pious Fund. He presented the claim of the Catholic Church before the Hague Tribunal, and judgement was given for the entire sum, amounting to about \$3,000,000. This was the first award ever made by this tribunal.

The name of George Gordon, who was another of the early residents of Menlo Park, is still remembered for his extraordinary energy and commercial success. It was he who built the first sugar factory in San Francisco, and also laid out and built South Park, one of the most fashionable residence sections of the young city. His residence upon the south bank of the San Francisquito Creek just over the boundary of San Mateo County, later became the home of Governor Stanford, the founder of Stanford University. Governor Stanford decided part of this estate to this university, describing the land as "Menlo Park" in the deed. The site of the University is located just a short distance from where the old residence stood.

Mr. J. C. Woods another of the well known settlers in the southern part of the county, came to California from New Bedford, Massachusetts. His home, which he called "Woodside," was at Menlo Park

surrounded by an estate of eighty acres or more, where now stands St. Patrick's Seminary. At that time this was part of the Pulgas Grant.

"Woodside" was the scene of many delightful entertainments and week-end parties, almost dividing honors in this respect with Belmont, the country seat of Wm. C. Ralston. During these occasions, visitors were numerous and were lavishly entertained. The guests went down the Bay on a steamer from San Francisco and landed at Ravenswood on the bayshore. They were then driven in carriages to the Woods' home.

"Woodside" was so far superior to any residences established at that early date—1852-53—that it continued to attract much attention up to the time of its decay and final destruction by fire, ten or twelve years ago.

The initial movement towards making Menlo Park a favorite location for the country seats of wealthy gentlemen was begun by Mr. Woods. Unfortunately his residence there was abruptly ended by the tragic failure of the Adams and Company Bank in which he had been a partner. At this time "Woodside" passed into the hands of his brother-in-law, Mr. R. Emmett Doyle.

None of his descendants are now living in the county. A son, Robert Woods lives in San Francisco; Anne H. Woods Lewis, the widow of a naval surgeon, lives in New York; a grandson, Edward Churchill Woods is in the U. S. Navy; and a granddaughter, Mrs. J. Bebb is living in New York.

Mr. Alfred Robinson (affectionately called "Don Alfredo") was one of the best known and most popular characters of the county's early history. He married into a Spanish family at Santa Barbara named de la Guerra, and subsequently became the agent of the Pacific Mail Steamship Company.

One of the oldest settlers in San Mateo County was John Parrott who built his first home in the location which was at that time the nucleus of the City of San Mateo, being a little settlement of about a dozen houses. Baywood is the name of his first location in San Mateo.

Mr. Parrott came to San Mateo County in the month of January, 1860, and took a prominent part in the early upbuilding of the county. He was a native of Fairfax Courthouse, Virginia, where he was born April 16, 1811. Mr. Parrott's former home in California, before he came to San Mateo County was at 620 Folsom Street, San Francisco which has since become a part of the business district of that city. Mr. Parrott erected one of the first large and substantial business blocks of the rapidly growing metropolis, on the northwest corner of California and Montgomery Streets which is still standing among the skyscrapers which have since sprung up all around it. This building was constructed of granite which was imported by Mr. Parrott from China for this purpose. Mr. Parrott took an active part in the financial affairs of the growing city of San Francisco, being particularly interested in banking and railroad building.

The members of the family still living in the county are Mr. John Parrott, Mrs. G. P. Hayne, Mrs. J. A. Donohoe, Mrs. A. H. Payson, Viscountess de Tristan, C. de Guigne, Jr., R. Y. Hayne, and Mrs. Edward Tobin.

Other important names, well known and prominent among the early settlers of the county are Capt. Voiget, G. H. Rice, B. V. Weeks, John D. Husing, J. H. Hatch, Henry Warren Walker, Will Frisbie, Henry Beeger, Geo. W. Fox, Frederick Botsch, John Hanley, Albert Hanson, P. J. Maloney, John Christ, Peter Hansen, Hon. A. F. Green, Horace Hawes, John C. Edgar, Peter Casey, Charles W. Swanton, John H. Sears, Loren Coburn, Henry Wurr, Lawrence Kelly, A. Eikerenkotter, John Hadler, Hon. J. P. Ames, Rudolph Miramontez, Antonio Miramontez, Lemuel T. Murray, Geo. Winter, Judge James W. Bicknell, Hon. Chas. N. Fox, Chas. Felton, Benjamin Gordon Lathrop and many others.



WINDING ROADS THROUGH HILLSBOROUGH ESTATES

SUBURBAN DEVELOPMENT PERIOD

THE last stage in the development of San Mateo County, from the standpoint of the ownership and apportionment of the soil—is now at hand, and consists of the division of large portions of the magnificent country estates throughout the county, into generous sized suburban lots and villa tracts. Although this period is the last stage of the subdivision of the land into its smallest segments, it marks the beginning of an era of the greatest advancement and prosperity that this section of the peninsula has ever experienced.

San Mateo County is a "community grown up over night." Twenty-five years ago it consisted of only a few scattered villages and two good sized towns with a total population of ten thousand; today the population is almost four times this amount and growing more rapidly than ever before.

Previous to the year 1888, the county was altogether undeveloped in respect to the subdivision of its lands into suburban lots and acreage home sites. Along the Southern Pacific Railroad were dotted the older villages of Millbrae, San Mateo, Redwood City and Menlo Park. In the adjacent country lay the beautiful estates of the Eastons and Mills of Millbrae; the Howards, Haywards and Parrotts of San Mateo; the Hawes and Brittons of Redwood; and the Athertons and Selbys of Fair Oaks.

It was in the year of 1888 that William H. Howard who owned several acres lying between the village of San Mateo and what is now Burlingame Avenue, began an active campaign of subdivision, and employed Davenport Bromfield the civil engineer to lay out what is known as the Western Addition to the City of San Mateo. Mr. Bromfield subsequently laid out practically all of the most important tracts and subdivisions throughout the peninsula, from the southern boundary line of San Francisco to the Menlo Park vicinity.

The platting of the Western Addition to San Mateo was followed by the first subdivision of the Town of Burlingame (being that portion of the town now lying south of Burlingame Avenue). Later came a subdivision of a portion of Mr. Howard's home place, now known as Highland Park in the City of San Mateo. This work was the beginning of the expansion of San Mateo northerly, and the foundation of the present City of Burlingame.

The coming of the United Railroads from San Francisco to the City of San Mateo in 1902 and the perfection of their service into a daily half-hourly headway, between these two points in November

of the next year, contributed largely to the further subdivision of private holdings.

The William Corbitt property at Burlingame was laid out into one-quarter acre lots, followed by the subdivisions known as Burlingame Heights, Lomita Park and Hayward Park. A few years later the tracts known as Easton and San Bruno were subdivided. All of these were contiguous to the railroad lines and on the eastern side of the State Highway. Crystal Springs Park and Highland Park were also important subdivisions.

As the beauty of peninsula property became more widely known to the San Francisco homeseeker, and its reputation as a most exclusive section for country homes became more firmly established; new tracts were thrown open, especially those more elevated lands lying westerly from the State Highway which were subdivided into larger residence and acreage lots to meet this higher priced market.

The Sharon Estate in 1889 began the subdivision of its 800-acre tract known as Burlingame Park, where today can be seen the handsome homes of the Crockers, Scotts, Colemans, Tobins, Carolans and others. This was followed by the Clark holdings, now known as San Mateo Park—the Bowie Estate, known as El Cerrito Park—the Ansel Easton Estate, San Carlos Park, Dingee Park, now known as Redwood Highlands—Valparaiso Park which is a portion of the Atherton Estate at Fair Oaks—and Stanford Park. These acreage subdivisions extending from Easton on the north to Stanford Park on the south, included every variety and character of land that the most fastidious homeseeker could desire.

Great care has been exercised by the landscape engineer in utilizing the natural contour and topography of the ground so as to place the building sites in elevated positions and allow the roads to meander along natural depressions. San Mateo and Easton are good examples of this art of the engineer.

From a bulletin issued by the United States Census Department over a year ago, dealing with the ownership of San Mateo County homes built upon the subdivisions of these large estates, the following comparative figures have been derived: about 80% of the total number of homes in the county today are occupied by urban home dwellers. Of this number more than half own their homes.

XII

SAN MATEO COUNTY: TODAY AND TOMORROW

SAN MATEO COUNTY is a good place to live. Bay and ocean-girt and mountain-crowned, it is a little wonderland of a thousand unique and distinctive charms.

Better than just being a good place to live—it is an easy place to reach from the big city adjacent. A half to a full hour at the most brings the tired business man to his home. It brings him also into Southern California, as far as climate goes. This is pleasant for him—but far more so for his wife and growing children. A flower garden in a flower country is hers to do with what she will.

A place still replete with memories of the past, when the land was once part of the kingdom of Spain—yet a community of up-to-date little cities, perfect roads and every modern convenience.

But San Mateo County is not a place to live only,—there is work to be done here, as well as in the larger cities of the state. In different parts of the county there are thriving industrial communities, employing a large number of workmen: and there are fertile and prosperous farming communities.

San Mateo County is a place to be out of doors most all the time; a place to play and forget every care; a place to take long walks, to hunt and fish; a place to get better acquainted with the inner man and wax strong in the body—for those who have come to San Mateo County have done all these things.

San Mateo County is a place of pleasing harmonies,—of blue lakes and blue skies, mountains and meadows, forests and streams—all within the circling embrace of placid bay and Pacific Ocean. The trees too weave their charm—the oaks of San Mateo and Redwood City, the laurel and the manzanita of the hills, and the lofty eucalypti planted by the thoughtful hand of man.

San Mateo County is like two counties rolled into one,—a county from the ocean shore, and one from the interior, with a lofty mountain chain between. If one prefers an ocean view with its ever-twisting fringe of restless breakers extending far to north and south, and the roar of the sea in his ears,—then let him settle upon the sea side of the county: but if the bay view, with protection from the ocean winds by the closely circling mountains, possesses greater charm, then let him choose the eastern half of the county.

San Mateo County, because of its unusual topography, balmy climate, scenic beauties and unique situation adjacent to San Francisco, lends itself to a comparatively accurate forecast of future

development extending over a period of twenty-five or even fifty years.

The natural outlet of San Francisco is down the peninsula rather than across the bay ; for San Mateo County is in the direct path of San Francisco's certain growth. The city's residential sections have already expanded from the ferry to the ocean. Approximately all the large empty spaces, such as Sunset and Richmond Districts have been filled up. Transportation facilities to the most desirable por-



PURISSIMA FALLS; ON THE COASTSIDE

tions of the county are causing new homeseekers in increasing numbers to search for homesites. At the rate at which transportation is being improved, it will be but a few years before the main carrier has further increased its trackage, and no great time—perhaps a decade or more before several other lines have been developed. The inevitable result will follow: better transportation will directly cause greatly increased population.

Within a radius of one hundred miles there is a population of more than a million people, including the residents of San Francisco, the bay region, San Jose City, and Santa Clara and Santa Cruz Counties. This is about one half the population of the entire state, consisting of thousands upon thousands who need but to be shown the manifold attractions and advantages of this county.

The bayside cities of the county, located along the parallel lines of the Southern Pacific Railroad, the United Railroads and the State Highway, will in the near future coalesce into one thriving and beautiful community of homes—each with its active little business section. Even now they are expanding toward one another, and in the case of San Mateo, Burlingame, Easton and Hillsborough, have already coalesced.

In the near future all these cities will stretch in a continuous line through the center of the peninsula and wind in graceful curves along the base of the protecting San Morena Mountains.

Although they will appear as one large city, with one common purpose, they will be administered by separate district governments, as are the boroughs of New York.

The foothill districts, sloping upward from the bay, will become one entire exclusive residential section. Further back, nearer the summits of the San Morenas will be found the regal country estates of the wealthy, intermixed with costly country clubs and beautiful resorts.

The entire bayshore of San Mateo County has an especially brilliant future. This section includes a considerable portion of the entire shore frontage of San Francisco Bay, and offers commercial opportunities that equal, and in many cases surpass those of the other vantage points upon San Francisco, Marin, Contra Costa and Alameda County shores.

Hubert Howe Bancroft, historian and economist, in his pamphlet, "Why a World Center of Industry at San Francisco Bay," sums up the situation of the entire bay frontage from a commercial standpoint, and his deductions in the following passage, although applying to the entire bay, are equally true for South San Francisco, San Bruno, Redwood City, and other points along the San Mateo Bayshore that will in time also become important industrial centers.

"Here then, upon the shore surrounding San Francisco Bay is the natural and logical place for a world center of industry, where the problems of the future may be wrought out, until the sun of progress turns backward in its course or wakens to new life the dead nations of the ancient East

"We find ourselves standing on the border of a great ocean whose waters equal all the other waters of the earth combined, and cover one fourth of the earth's surface, while the Canal cut through the continent into this ocean makes commercially all the waters of the earth one sea. And in this coming together of West and East,

with only the waters between, there will be many undreamed of developments, each as magical as any which have yet appeared upon this earth.

"We have but to open our Golden Gate to show a spot singularly suitable not only for a world center of industry but for a world commercial clearing house. At present New York harbor is the greatest of seaports, as the Atlantic is commercially the greatest of oceans, but as the far greater natural wealth of the far greater ocean is utilized, the first port of the Pacific should attain an eminence surpassing all others. . . .

"Here is this matchless bay, which with its tidal rivers tributary, offers dockage space practically unlimited, over five hundred miles of water frontage being already available for pier construction, which may be further increased by dredging sloughs and reclaiming tule lands."

Thus in accordance with the great historian's prophecy, the low lying bayshore will be occupied by factory sites, each with its accompanying homesite colony of industrial workers. In many places the shore—particularly at South San Francisco, San Bruno, San Mateo, Belmont, San Carlos, Redwood City, and Ravenswood will be honey-combed with wharf-lined channels and turning basins filled with sea-going vessels and pulsating with commercial activity.

Great progress has already been made along these lines at South San Francisco, San Bruno and Redwood City.

The amusement business is another line of development along which the county bids fair to progress in the near future. This is especially true in the case of Coyote Point, which because of its comparative closeness to San Francisco, both by train and boat, should sometime equal the record of New York's famous Coney Island.

The coast side will also grow into a great suburban community through the coalescence of its various coast cities and resorts. Improved transportation will hasten this result.

With its setting of ocean and cliff, and possibilities as a residence community, with pleasure resorts for San Franciscans, its future is equally as brilliant as that of the bayside communities. It is not hard to picture a new Riviera which will rival that of Europe, with its imposing villas set close to the shore in a frame of clean, white sand, while further back, nestling at the base of the abrupt ascents to the San Morenas will be found the imposing mansions of the rich. Prosperous ocean towns with their long slender piers running far out to sea and crowded with pleasure seekers is merely another glimpse of what the future has in store for this promising section.

From the foregoing outline of future possibilities, it will be seen that San Mateo County will come into its own with a probable population of one hundred thousand before the end of the next ten years.

XIII

BAYSIDE CITIES OF COUNTY

THE descriptions of the various bayside cities of the county follow in the order of their distance from San Francisco—Daly City, Colma, South San Francisco, San Bruno, Lomita Park, Millbrae, Easton, Burlingame, Hillsborough, San Mateo, Belmont, San Carlos Park, Redwood City, Atherton, Menlo Park and Ravenswood.

There are seven incorporated municipalities in San Mateo County, all of which are located on the bayside. Daly City, South San Francisco, San Bruno, Burlingame, Hillsborough, San Mateo and Redwood City the county seat.

The rapid growth of San Mateo County has been centered mainly in her cities. San Mateo and Redwood City were the first two towns whose growth and size first commanded attention. San Bruno, one of the first communities of the county, early attained some degree of importance, being situated upon the intersection of two county roads,—the old Mission Road leading out of San Francisco down the peninsula, and another county road from the city following more closely the bay shore.

Burlingame of later origin, sprang up almost adjacent to San Mateo. Today the two towns have grown together; and with Easton, which is really an addition to Burlingame, form one well knit civic unit. Hillsborough, adjacent both to San Mateo and Burlingame on the west, is a distinct and separate community, although it might be considered an off-shoot from Burlingame.

The various towns of the county enjoyed a steady growth until about ten years ago when the stirring influence of a building boom was felt throughout the peninsula. This was the direct result of the San Francisco fire of April 18, 1906, when many of the former residents of the city decided to come to San Mateo County to live. This resulted in an increased population of several thousands, with correspondingly augmented business activity. In 1906, the population of San Mateo was about 2,000. Its expansion to a figure three times this, at the present day, illustrates the general growth of all the towns of the county.

* * *

Daly City is one of the fastest growing municipalities in the county, due to its proximity to San Francisco and the rapid transportation facilities. Its inhabitants are industrious mechanics who own their own homes. Because of this, the community is well governed. The town has a pretty school house and municipal build-

ing where the city offices are housed. There are two newspapers and a number of churches, fraternal orders, clubs and other organizations. The city conducts its own water works and is carrying on a comprehensive plan of street work and general improvements.

Daly City is served by the United Railroads and the Peninsula Rapid Transit Company. It is located 7.7 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 3,651.

* * *

Colma, one of the oldest towns in the county, lies southwest of Daly City.

The recently completed coast road to Pescadero passes through Colma on its way to the ocean.

Colma is served by the United Railroads and the Peninsula Rapid Transit Company, which pass through Daly City, from which Colma



TRUCK GARDENS ADJACENT DALY CITY AND COLMA.

is only a few minutes walk. It is located 8.9 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 1,557.

* * *

The City of South San Francisco had its beginning in the fertile brain of Peter E. Iler of Omaha, Nebraska.

In 1889-90 Mr. Iler obtained options on 3,500 acres fronting on the bay of San Francisco, at San Bruno Point. Thereupon the South San Francisco Land and Improvement Company was incorporated,

with P. E. Iler as general manager. Among the large holders of stock in the new enterprise were P. E. Iler, of Omaha and M. C. Keith, of North Platte, Nebraska; Henry Miller, Henry S. Crocker, P. N. Lilienthal, E. R. Lilienthal, and Jesse Lilienthal of San Francisco, with P. D. Armour, G. F. Swift and Nelson Morris, millionaire meat packers of Chicago, owning a majority interest.

Among the parcels of land included in the Iler deal was 1,600 acres belonging to Miller & Lux, known as the "Home Ranch," upon which the present city of South San Francisco has been built.

The land company made two distinct districts of its big tract, setting apart all of the land east of the right of way of the bay shore railroad for factory sites, and all west of this line for business houses and homes. The town site was surveyed and subdivided, streets graded, concrete sidewalks laid, sewers constructed, a water system developed through artesian wells, and a pumping plant installed of sufficient capacity to supply water for factory, household and fire protection uses.

An inner harbor with a channel to deep water was dredged out and slips and wharves were constructed.

The Western Meat Company was organized and incorporated, and eighty acres of land fronting on the harbor were conveyed by the land company to the meat company as a site for stock yards, abattoirs and a meat packing plant, as well as for sites for by-product factories, such as glue works, wool pullery, etc. On December 5, 1892 this company commenced business.

The first house in South San Francisco was built by John Nunn, in November 1891, at Grand and Cypress avenues. The same month W. J. Martin erected the second building in the town, which he used as a real estate office.

In April, 1892, W. J. Martin was appointed land agent for the South San Francisco Land and Improvement Company. Mr. Martin then began a ceaseless campaign for the industrial development of this city, which he has carried on with unflagging zeal and remarkable success from that day to this. Through his efforts, factory after factory has located here, until today a score of great manufacturing industries are in active operation, with an aggregate annual payroll of over one million dollars.

Beginning with the Western Meat Company in 1892, the following-named industries have located and established plants in the factory district of this city, viz: The Western Meat Company, Steiger Terra Cotta and Pottery Company, the Baden Brick Company, the W. P. Fuller Paint Oil and Lead Company, the South San Francisco Lumber and Supply Company, The Corrugated Pipe Company, the Pacific Coast Steel Company, the Pacific Car and Equipment Company, the Federal Wireless Company, the Enterprise Foundry Company, the Meese-Gottfried Company (site only), the Schaw-Batcher Pipe Company, the American Marble and Mosaic Company, the Western Sand and Rock Company, the Erickson & Peterson Machine Shop Company, the South City Printing Company, the Standard Oil Supply Company, the South San Francisco Water Works Company, the Prest-o-Lite Company, the Wihls Manufacturing Company, the Metallic Antimony Company, the Carson Chemical Company, the Union Ice Company, the Fuel Oil Supply Company,

the Studebaker Service Company, the Union Stockyards Company, the South San Francisco Glue Works Company, the South San Francisco Wool Pullery Company, the South San Francisco Soap Works Company, the W. P. Fuller Varnish Works Company and the American Barium Company.

The only bonded indebtedness incurred is the \$62,000 sewer bonds and a small additional sum still due on the second issue of schoolhouse bonds.

South San Francisco has cheap fuel oil, gas and electricity for power and light. It has a local supply of pure water, abundant for all uses. It has a belt line railroad covering its entire water front and manufacturing district, operated for the benefit of its factories and connecting them with the main line bay shore railroad.

Of its many operating industries, ten are rated at a million or more.

It receives and forwards annually more than half a billion pounds of freight over the Southern Pacific Railroad alone, which means an average of thirty-five carloads per day of twenty tons per car. This does not include the water and automobile truck freights.

It has a well organized, clean municipal government.

With all its improvements its tax rate is among the lowest of the cities of the state.

Over 50 per cent of its dwelling houses are owned by the occupants, and of these nine-tenths are workingmen. It is best of all a "pay roll" city, where an average of \$100,000 per month is paid out as wages every month of the year.

In 1908 the belt railroad was built, having a length of seven miles circling the water front, covering the factory district, and connecting at both ends of the half circle with the Southern Pacific Company's railroad, but owned and controlled by the Land and Improvement Company.

On September 3, 1908, South San Francisco was incorporated as a city of the sixth class, and the following named citizens were chosen as city officials: Trustees Harry Edwards, Andrew Hynding, Thomas L. Hickey, Daniel McSweeney, and Herman Gaerdes; clerk, Thomas Mason; treasurer, C. L. Kaufmann, and marshal, Henry Kneese.

Since the incorporation of the city, there have been completed twenty-one miles of concrete sidewalks and eight and one-half miles of paved streets.

The Bank of South San Francisco was incorporated and opened for business July 15, 1905, with a paid up capital of \$50,000.

The electric railway from Holy Cross to the factory water front was completed in 1913.

South San Francisco has a fine hotel, Carnegie library, a progressive newspaper, a primary, grammar and high school, and a well equipped hospital. There are three churches, Grace Episcopal, Catholic and Methodist Episcopal Church.

There is a well organized Chamber of Commerce of which Mr. E. Woodman is the Secretary Manager. Much of the development of this part of the peninsula is due to the activity of this body.

South San Francisco is served by the Southern Pacific and the United Railroads. It is located 9 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco. The local railroad between South San Francisco and Holy Cross, connects with the United Railroads. The Bay Shore Highway from San Francisco, by way of Railroad Avenue and San Bruno Avenue, passes through South San Francisco, and connects with the State Highway at Uncle Tom's Cabin in San Bruno.

The estimated population is 3,500.



A BIT OF STATE HIGHWAY NEAR SAN BRUNO.

San Bruno outgrew its boundaries, merged with Lomita Park and incorporated a city which has the distinction of being, from the standpoint of area, the largest in the county. Its rapid development has forced San Bruno to contract for sewer, street and bridge work, costing \$66,000; to issue bonds for a \$20,000 schoolhouse and to call an election to provide for more adequate water service and fire protection.

A bank has just been incorporated for San Bruno. Taking these activities into consideration in conjunction with a Street Paving Commission, San Bruno is beginning to utilize its possibilities in a manner that is winning the admiration of its neighboring communities. There has been more building activity in this town during the past year (1915) than in the last three or four years combined.

San Bruno is located at the junction of the State Highway and the County Road out of San Francisco, which meet at Uncle Tom's Cabin.

San Bruno is served by the Southern Pacific Railroad, the United Railroads and the Peninsula Rapid Transit Company. It is located

11 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 13.1 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 1,752.

* * *

Lomita Park is a thriving little community close to Millbrae and adjacent to San Bruno. In fact, Lomita Park and San Bruno form one thickly settled community, with Millbrae further south growing toward them. Each is a distinct town as far as religious, fraternal and educational advantages are concerned.

Lomita Park is served by the Southern Pacific Railroad, the United Railroads and the Peninsula Rapid Transit Company. It is located 12 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 15.3 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 345.

* * *

The little village of Millbrae is located a few miles south of Lomita Park and adjoining the newly created district of Easton. Much of the Millbrae territory is the property of the D. O. Mills estate, which was laid out by Olmstead, the famous landscape gardener of New York.

Recently Millbrae has added many new homes to its colony of bungalows. It is located sufficiently far south to escape the fog which occasionally rolls over the extreme northern portion of the county, yet close enough to San Francisco to be within very comfortable commuting distance.

Millbrae is served by the Southern Pacific Railroad, the United Railroads and the Peninsula Rapid Transit Company. It is located 14 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 16.8 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 468.

* * *

Easton, which is really a subdivision of Burlingame, recently began a remarkable growth. Easton's hills, traversed by the famous Easton Drive, proved a lure for many San Franciscans. The number of homes erected in 1914 and 1915 exceeded the construction of any two previous years.

Easton is served by the Southern Pacific Railroad, the United Railroads, the Peninsula Rapid Transit Company, and an independent electric railway which connects the foothill residences of this community with the main carriers from San Francisco. It is located 15 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 17 miles along the State Highway from Fifth and Market Streets, San Francisco.

The population of Easton is figured in that of Burlingame, of which it is a subdivision.

Among peninsula cities, none have shown a more remarkable growth than Burlingame, celebrated for its aristocratic tone, its country clubs, polo grounds, well paved streets and excellent schools.

From a picturesque hamlet, Burlingame has become an ideal suburban city. So rapid has been this growth, that today more commuters leave Burlingame station daily than any other point between San Francisco and San Jose.

The business section of the city is well built, but thus far its enterprises are of the kind that supply the wants of the immediate territory in which they are situated.

The town, in addition to its charms as a commuter's paradise, has other possibilities that should not be overlooked. The eastern boundaries skirt the bay at a point one mile distant from the railroad, which portion of the city will undoubtedly be seized upon, in the future as a site for large industrial plants.

There are two elementary schools, four churches, fraternal orders, clubs and other organizations.

Burlingame has experienced a pronounced building boom during the last few years, with a quickening in real estate values. As far back as eight years, it was told how a lot on the main street of the city, which had been bought for \$480, to be used as a garage site by a wealthy family living back on the hills, was sold for \$3,000. Today this lot is held at \$20,000.

In 1915 more than seventy new homes were erected in this attractive community.

It is a fact of historical interest that some of the land now occupied by the town was formerly owned by Mr. Anson Burlingame who was minister to China, and subsequently Chinese minister to the western world.

Burlingame is served by the Southern Pacific Railroad, the United Railroads and the Peninsula Rapid Transit Company. It is located 16 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 17.8 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 4,209 including the Easton Addition.

* * *

Hillsborough, known as the "municipality of millionaires," and richer per capita than any other city in the world, is an attractive and altogether unique suburban community extending along part of two sides of the town of San Mateo and the westerly boundary of Burlingame. It covers six and a quarter square miles, and although much of the land is occupied, it has only a little over one hundred residences.

Here on rolling foothills at the base of Black Mountain, nestling among the luxuriant shrubbery and lofty trees, are the estates of many of California's oldest and wealthiest families.

With its famous Burlingame Country Club, San Mateo Polo Clubs, golf links, sweeping lawns and gardens, beautiful homes and winding drives, Hillsborough and its environs is one of the show spots of the state.

In 1910 Hillsborough was incorporated as a city of the sixth class in order to prevent annexation to San Mateo, and at the same time put into effect what the incorporators considered an ideal form of government. Another object of the wealthy city builders was to preserve the sylvan aspect of the countryside and prevent the crowded effect of an ordinary city.

As a result Hillsborough has become a unique municipality. It has no sidewalks, store, saloon, hotel, boarding house, newspaper, theatre, postoffice, telegraph office or express office.

The town hall, aside from its beauty of structure has a historical interest in that it was reconstructed from the original Howard family residence for which the timbers were brought around the Horn in the early days.

Although Hillsborough is separated from the Southern Pacific and United Railroads by the towns of Burlingame and San Mateo, it may be regarded nevertheless as served by these lines. The Peninsula Rapid Transit Company passes along the State Highway within easy reach to the east of the town. It is located 17 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 18.8 miles along the State Highway from Fifth and Market Street, San Francisco.

The estimated population is 953.

* * *

San Mateo, the largest city in the county, is primarily a residential community and does not seek large manufacturing enterprises; in fact, the city by a vote decided to be a home community and leave the manufacturing industries to seek locations along Redwood City's water front, or South San Francisco.

Public improvements have kept pace with the city's growth, evidence of which is shown in its many miles of well paved asphalt streets and concrete sidewalks, and an excellent sewer system.

The city of San Mateo is best known as the "Floral City" because of its wonderful growth of flowers and shrubbery.

"The Floral City," although a region of homes, is desirable from every viewpoint—social, commercial, educational, and religious. It has a large and prosperous business district. Reaching out from San Mateo like the ribs of a fan, are a number of points of interest to the visitor—the famous Crystal Springs Drive past the Spring Valley dam, impounding the beautiful lakes that supply San Francisco with water; Coyote Point; Leslie Salt Works, producing 30,000 tons of salt annually; San Mateo Beach and oyster beds, surrounding country estates; scenic drives and walks in all directions.

"A very pleasant and enchanting lawn, situated amidst a grove of trees at the foot of a small hill," wrote Vancouver in describing the situation in 1792.

Educational and religious advantages are exceptionally good. There is a divinity school of the Protestant Episcopal Church, an accredited high school, four grammar schools and a free kindergarten. The churches having houses of worship include the Protestant Episcopal, the Roman Catholic, the Congregational and the Methodist Episcopal. The Christian Science Church also holds services. Good order is preserved by a well organized police department, and the ut-

most security to life and property is assured throughout the community. There is a free public library with about 8,000 volumes.

There are about thirty fraternal orders, clubs and other social organizations, Red Cross Hospital, two banks and three newspapers.

Minimum insurance rates are enjoyed by reason of a well equipped fire department. Property receives a very low assessment rate for taxation purposes. The entire city is lighted by electricity. Gas is available for every house.

The San Mateo Board of Trade performs all the functions of a Chamber of Commerce for this section of the county. The manager of this is Paul Pinckney. This body is commencing an active campaign for the upbuilding of the central portion of the peninsula.

San Mateo is served by the Southern Pacific Railroad, the United Railroads, of which it is the southern terminus, and the Peninsula



GRIFFITH STREET BRIDGE, SAN MATEO

Rapid Transit Company. It is located 18 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 19.8 miles along the State Highway from Fifth and Market Streets, San Francisco. It is also the center of a number of auto transportation lines, serving all parts of the county.

The estimated population is 6,500.

* * *

Belmont, the first county seat, is admirably located in the Canada Diable, a miniature valley, flaring to the bay. By its beauty in early days, Belmont attracted such men as Colonel Cipriani, William C. Ralston, Governor McDougall and Senator Sharon, who had their homes there. Much is expected for the future of this section.

Belmont is served by the Southern Pacific Railroad and the Peninsula Rapid Transit Company. It is located 22 miles from the South-

ern Pacific's Third and Townsend Street Depot, San Francisco; and 24.6 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 735.

* * *

This pretty little village lies adjacent to Redwood City and is a comparatively new homesite. Particularly noteworthy is the frontage of this community at the Southern Pacific Station, where it is tastefully embellished with flowering shrubs and trees. The streets are well laid out and much improvement work has been accomplished.



"B" STREET, SAN MATEO

San Carlos is served by the Southern Pacific Railroad, and the Peninsula Rapid Transit Company. It is located 23 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 25.6 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 270.

* * *

Redwood City, the county seat, owes its early growth and importance to its natural advantages as a shipping point, and its proximity to the redwood forests that formerly covered the hillsides to the west. Situate upon an oak-studded plain, bisected by the railroad and State Highway, and bounded on the east by a deep waterfront, this city has two sides—commercial and residential.

In the life of Harriman, the master mind of the world of transportation, there was evolved a plan to make San Francisco the western terminal of all rail lines, and out of this plan came the great Dumbarton bridge, built across the lower arm of San Francisco Bay at a point two miles east of Redwood City.

This bridge, a mammoth steel affair, is the link, from the railroad standpoint, needed to connect San Francisco with the mainland. It is open to all lines. Consummation of the Harriman plan means that Redwood City will become the southern portal of San Francisco.

Its accessibility to San Francisco has made Redwood City an ideal home center and attractive to San Franciscans seeking suburban



REDWOOD CITY FLORAL PARADE, MAY 4, 1915

life. West of the highway are scores of bungalows of typical California construction.

In addition to the school buildings, Redwood City has many handsome public buildings. As the county seat of San Mateo County it is the site of a \$250,000 courthouse of imposing dimensions and ornate construction. A Carnegie library building, up-to-date three-story brick hotel building, two lodge buildings, a theatre, two stone bank buildings, a city hall and several store blocks give the town a fine appearance.

Redwood City is paved from end to end, its main thoroughfares being bitumenized and side streets macadamized. It is well lighted in every section. The city owns its own water distributing plant, the supply coming from artesian wells.

Catholic, Baptist, Methodist Episcopal and Congregational places of worship, with two Christian Science reading rooms, afford the churchgoers of Redwood City ample opportunity to attend divine worship.

Nearly every branch of fraternal life is represented in Redwood City, the Foresters and Odd Fellows owning their own halls. The Masonic order recently purchased a site on Main street upon which it is proposed to erect a handsome temple.

Redwood City has already developed five miles of its water frontage where there can and will be located factories to supply many of the needs of the world. Redwood City has broad acres back of the water front where several other factories are located.

At present two tanneries, three large lumber yards, a leather finishing plant, two large salt works, a codfish packing plant, planing mill, chemical works, two yards for the manufacture of street and road paving materials, an asbestos plant, a cigar factory, and an electric light station and gas-making plant employ hundreds of Redwood City's citizens. There are several large garages, each employing a number of men. Nearly a quarter of a million dollars has been spent in reclaiming land for industrial sites on the water front. A spur track has been built from the main line of the Southern Pacific to this industrial area, as well as a wagon and auto road. Six sites have already been sold to growing concerns.

Redwood City has an active Chamber of Commerce founded during the latter part of 1915. This body, under the able direction of Mr. Ed McGettigan, its manager, is doing much for this section of the peninsula.

Redwood City is served by the Southern Pacific Railroad, the Peninsula Rapid Transit Company, and a line of bay freighters, making regular daily trips to San Francisco. It is located 25 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 27.6 miles along the State Highway from Fifth and Market Streets, San Francisco. Redwood City is the half-way point between San Francisco and San Jose.

The estimated population is 3,700.

* * *

Atherton, one of the most attractive communities in the county, is located south of Redwood City. Here are found some of the handsomest residences in the state.

Atherton is served by the Southern Pacific Railroad and the Peninsula Rapid Transit Company. It is located 28 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 30.7 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 1,000.

* * *

Menlo Park is the last southerly town of the county after Atherton. Its beauty was fully recognized by the millionaires of the old Comstock days, who built for themselves magnificent country homes which are still standing among the enticing oak groves.

Menlo Park has three famous schools—St. Patrick's Seminary, St. Joseph's and Sacred Heart Academies.

Menlo Park is served by the Southern Pacific Railroad and the Peninsula Rapid Transit Company. It is located 29 miles from the Southern Pacific's Third and Townsend Street Depot, San Francisco; and 31.9 miles along the State Highway from Fifth and Market Streets, San Francisco.

The estimated population is 1,866.

* * *

Commercially, there is much promise in the development of a large manufacturing district which has already commenced at Ravenswood, a mile to the east of Menlo Park on the shores of the bay. A large zinc plant has been erected here, which is connected with the Southern Pacific by spur tracks.

* * *

Woodside and Portola among the hills, still retain much of that pioneer attractiveness which was theirs in the early days when this district was one of the first to be settled in the county. Its importance at that time was due to the surrounding magnificent growth of redwood timber which found its market over the waterways a few miles away at Redwood City. Many magnificent specimens of these monarchs of the forest still enhance the beauty of the surrounding hillsides.



LA HONDA-PESCADERO ROAD.

Woodside and Portola have now entered on a new era of prosperity as a desirable region for homes and farms. The soil and climate are particularly adapted to diversified farming. Poultry raising is a growing industry here. The famous vineyards of the county are located in this section, and are recognized as producing the best wine in the state.

This locality, including La Honda, a beautiful mountain retreat, promises to become a second Hillsborough.

Woodside and Portola are reached from Redwood City over the Coastal Road to La Honda, Halfmoon Bay and Santa Cruz. Woodside and Portola are located about 7 miles from Redwood City.

The estimated population of Woodside is 555; Portola 225; La Honda 192, which increases greatly during the summer months.

XIV

COUNTY REAL ESTATE VALUES

TAKING into consideration the accessibility of home properties, in the various parts of San Mateo County, to San Francisco, their beautiful and inspiring surroundings, balmy climate, modern type of improvements and the representative class of neighbors—the cost of property in this community is surprisingly low.

Property values vary of course in each section, according to the nearness to railroad or trolley station, the class of improvements and the natural surroundings.

The average suburban home can be reached as quickly and easily as the residential sections across the bay or in the outlying districts of San Francisco; while the price paid per front foot for peninsula suburban home sites is from one-half to one-third the price of property, similar in appearance and improvements, across the bay; and from one-third to one-fifth the price of that in San Francisco. Property which is suitable for the erection of the highest priced residences costing from \$3,000 to \$12,000 or even \$50,000 each, can be bought for \$60 per front foot, while similar property in San Francisco, such as West Clay Park or Presidio Terrace, sells for as high as \$250 to \$300 per front foot. These choice metropolitan residential sections are practically no further from the center of the city than the most desirable of San Mateo County's home sites.

The following comparative figures were secured from the most prominent real estate dealers in San Mateo County and San Francisco, making a specialty of peninsula property. They represent the price per front foot of lots averaging 150 feet deep, with all improvements including street work, gutters, cement sidewalks, parking, sewer work and gas and water mains.

Beginning from the northern end of the county, the first city that demands our attention is South San Francisco. This is not a suburban community. Town residence property here varies from \$10 per front foot to \$25. Industrial property averages \$1 per square foot.

Residential property in San Bruno, Millbrae, Lomita Park and Beresford varies from as low as \$15 per front foot to \$20 and \$30, the last two figures being for the most desirable suburban property.

Easton, Burlingame and San Mateo offer the prospective investor a range of prices of from \$20 to \$60 per front foot. Of these three sections, Easton is the nearest to San Francisco and property a trifle lower than in Burlingame and San Mateo.

Hillsborough, located adjacent to Burlingame and San Mateo, has the distinction of containing the highest priced property in the county. Villa sites of an acre each, being held at about \$4,000, with very little property for sale.

At Belmont, still further south, property is figured in acreage rather than in town lots, the price varying from \$1,500 to \$3,000 per acre, with limited improvements.

In San Carlos, acreage is also sold from \$1,000 to \$3,000; while city lots bring from \$15 to \$40 per front foot.

Redwood City residence property displays a greater variation than any other district upon the peninsula. Beautiful residence lots fully improved and only a short walk from the station can be purchased for as little as \$10 per front foot; while other property ranges as high as \$60 per front foot.

At Menlo Park and Atherton, residence sites are figured principally in acreage ranging from \$1,500 to \$3,000 per acre. Very attractive half and quarter acre home parks can be purchased in these locations at corresponding prices.

On the coast side of the county where the land is chiefly valuable for farming purposes, hill land sells for about \$100 per acre while the fertile soil in and about Pescadero is worth about \$750 per acre.

Beach residence property in the neighborhood of Halfmoon Bay sells at from \$5. to \$30. per front foot.

In ten years, the business of the Recorder's office has increased 600%. 1915 was a banner year, records having been broken in the department showing realty transfers, building contracts and other documents indicating development. Additional figures from this office show more than four million dollars worth of building construction under way.

Figures upon the total value of all assessed property in San Mateo County as far back as 1880 show astonishing increase. In 1880 this was \$7,764,610; in 1890, \$13,595,230; in 1900, \$14,421,018; and in 1910, \$27,573,681. In the following period every year shows a distinct gain. In 1911, \$30,346,078; in 1912, \$30,739,041; in 1913, \$30,693,920; in 1914, \$31,221,825; and in 1915, \$33,836,225.

XV

CLIMATE OF COUNTY

SAN MATEO COUNTY is typical of California at its best. The days in summer are delightfully warm and balmy, being enhanced by clear skies, brilliant sunshine and clean, sweet air laden with the fragrance of blossom and cedar. The perfect ripening of fruit and the perennial bloom of flowers is convincing proof of this.

Those who first enter the county from the San Francisco boundary are impressed by the immediate change from the harsh weather of that place, with its high winds and fog banks, more or less prevalent throughout the entire year, to the agreeable warmth and brilliant sunshine which becomes more and more pronounced toward the south.

To the commuter and the motorist this is particularly noticeable. In the neighborhood of San Bruno, the fog banks disappear. Here the landscape will be found aglow with sunshine and not a cloud in sight except upon the hills to the right, where masses of fog-laden ocean clouds are piled high against the summits of the San Morena Mountains, which like giant hands hold them back in obedience to their perennial charge: "Thus far and no farther."

This unusual climate—like a bit of sunny France or Italy transported bodily to San Mateo County, is the result of purely local topographical conditions or "the lay of the land." It is caused by the protecting influence of the San Moreno range and the San Bruno hills, on the west and north respectively, and by the proximity of the warming waters of San Francisco Bay.

There are never any great extremes of heat or cold; and even the hottest days of the year are tempered by cooling afternoon and evening bay breezes. The fogs and cold winds that are usually so prevalent in ocean counties are to a great extent lacking, so that outdoor sports are enjoyed the year around. On the ocean side of the peninsula the climate is more vigorous, winds from the Pacific cleansing the air frequently. But even these and the fogs that sometimes roll in, are not of a character that is disagreeable.

To understand the basic causes of San Mateo County's climate, we must first analyze the general climatic conditions of central California.

This portion of the state is comparatively free from storms, as most of the recognizable disturbances pass far to the north. In the summer the climatic conditions here are in distinct contrast to those of other portions of the Pacific Coast; they create what might be

termed a purely local climate. This reversal is caused by the great heat generated in the Sacramento and San Joaquin Valleys which causes the colder air from the Pacific Ocean to rush in from the coast. Because of the break in the coast mountains at the Golden Gate, this becomes the smaller end of a great funnel through which pass vast volumes of ocean air.

These air currents constitute the prevailing easterly winds and are intensified by the formation of the Gate. They are then deflected down the peninsula as north winds by the obstructions in the bay, consisting of the Contra Costa and Alameda shores, the Berkeley Hills, Angel Island, Yerba Buena and Alcatraz, the Sausalito Hills, Mount Tamalpais and the numerous hills of San Francisco.

In winter there is a reversal to normal of general climatic conditions when the prevailing winds are from the southeast and southwest.

The mean rainfall at San Francisco is about 23 inches, San Mateo about 21 inches and at San Jose about 15 inches, showing a steadily decreasing rainfall toward the south.



RESIDENCE OF L. C. BRANDT, SAN MATEO

XVI

FLORICULTURE IN COUNTY

ALTHOUGH the city of San Mateo seized upon the designation of the "Floral City" some few years ago, this title could well be extended to take in practically the whole county; the rich soil, dependable rains, and equable temperature causing a growth of semi-tropical verdure the year around. Wild flowers and orchids, palms and hardy apple trees—all seem to do equally well, some of the larger country estates being famous for the beauties of their gardens, while nearly all of the most modest bungalows are surrounded by beds of roses or covered with clinging vines.

San Mateo County in its entirety, from northern to southern boundary; and from bay to ocean, is one extensive flower garden. As proof of this claim it may be stated that the county supplies 75% of the cut-flowers used in San Francisco. Besides this, the peninsula florists and growers are making daily shipments of cut flowers, plants and seeds to all parts of the country—especially Oregon, Washington, and the middle western states.

The rarer specimens of the nurseries, which cover the largest area under glass this side of the Rockies, are in demand in the east and abroad. Particularly is this true of the orchids raised, valuable shipments of which have been made to the King of England and the Queen of Holland.

It is estimated that the public nurseries, with their stock equipment, represent an investment of \$1,000,000, with an area of thirty acres under glass. There are at least fifty large private nurseries on the various country estates, and the total sale from this business aggregates \$750,000 a year.

This is shown to be a comparatively large amount when compared to the total output of nursery products in the State of California, which in 1909 were valued at \$3,601,301. From these figures, San Mateo County is shown to produce about 20% of the state's entire floral output.

San Mateo County's floral industry is divided into three almost distinct growing districts, each adapted to its own particular variety of flowers, plants or seeds. In the northern section of the county, fanned by the cooling ocean breezes, are the violet gardens; in the central portion roses are the principal product; while in the warmer southern district, orchids, chrysanthemums, carnations and smilax are produced. An extensive seed industry is carried on in the south-

eastern portion of the county near the shores of San Francisco Bay and also on the coast side.

An inspection of the county's floral productiveness shows large areas devoted to exclusive culture, as in the northern corner between Colma and South San Francisco where 450 acres of land are used solely in the cultivation of violets, grown chiefly by Italians, and sold to the San Francisco wholesalers. That part of the output not sold directly in San Francisco is packed in cracked ice, and sold to customers as far east as Missouri and Kansas. In the violet season from August 1, to June 1, one hundred dozen bunches come to San Francisco daily. The popular variety is the Prince of Wales.

At Millbrae, a few miles south of the violet belt, there is a nursery doing a good business in flowers and potted plants. Carnations,



MACROBIE-McLAREN NURSERIES, NEAR SAN MATEO

chrysanthemums, American Beauty roses, and other cut flowers and nursery stock are sent to the San Francisco market from the extensive conservatories of the Hillsborough Nursery on the estate of Mrs. Malcolm D. Whitman, located a little over two miles further south.

From Burlingame, adjacent to Hillsborough, large daily shipments of roses are made to San Francisco, consisting of as many as 7,000 separate flowers. Many of them are reboxed and shipped to the north and middle west. These roses come from the firm which has its hothouses in this city. This concern has more than 300,000 square feet of flower beds under glass. Few people realize that in Burlingame is located the largest rose nursery in California. The

roses handled include the American Beauty, pink, and white Killarneys, Richmond, Mrs. Aaron Ward, and the Mme. Cecil Brunner.

In San Mateo City there is located a dahlia farm which grows more varieties of dahlias than any other dahlia farm in the west—with one exception. About a thousand varieties are produced here. This concern was awarded the Grand Prix at the recent Panama Pacific Exposition.

South of San Mateo near Beresford is the establishment of the MacRorie-McLaren Company which located down the peninsula six years ago, and now has an extensive area of about eighteen acres under cultivation. One of the most important branches of this company's business is orchids. In the recent Panama-Pacific Exposition their exhibit of these rare blooms was the largest of its kind and attracted much favorable comment.

The San Mateo County climate is thus shown to be most favorable to the cultivation of these rare and exotic blooms, in fact seven eighths of all the orchids used in San Francisco are raised here.

The chrysanthemum district in San Mateo County extends all the way from the city of San Mateo to the southern extremity of the county, emphasizing the adaptability of the county's soil and climate for these flowers. It is interesting to know that local growers have walked away with the prizes at all the chrysanthemum shows held in Central California.

At Atherton are the elaborate conservatories of Mr. Jos. B. Coryell, whose orchids are famed throughout the country. Here are a large number of hothouses, in charge of an expert nurseryman, containing about a hundred varieties of orchids yielding daily from 200 to 300 blooms for the market during the season.

The Lynch nursery at Menlo Park, ships out daily during the height of the season, more than two thousand chrysanthemums and an equal number of carnations. This concern has the distinction of growing more smilax than any other firm in the world.

Still further south on the Dumbarton Cut-off is located a seed farm where almost a thousand acres are devoted to the growing of seeds alone. This tract belongs to the Braslan Seed Company.

The Morse Seed Company, one of the largest in the world also has a flourishing seed farm on the coast side of the county.

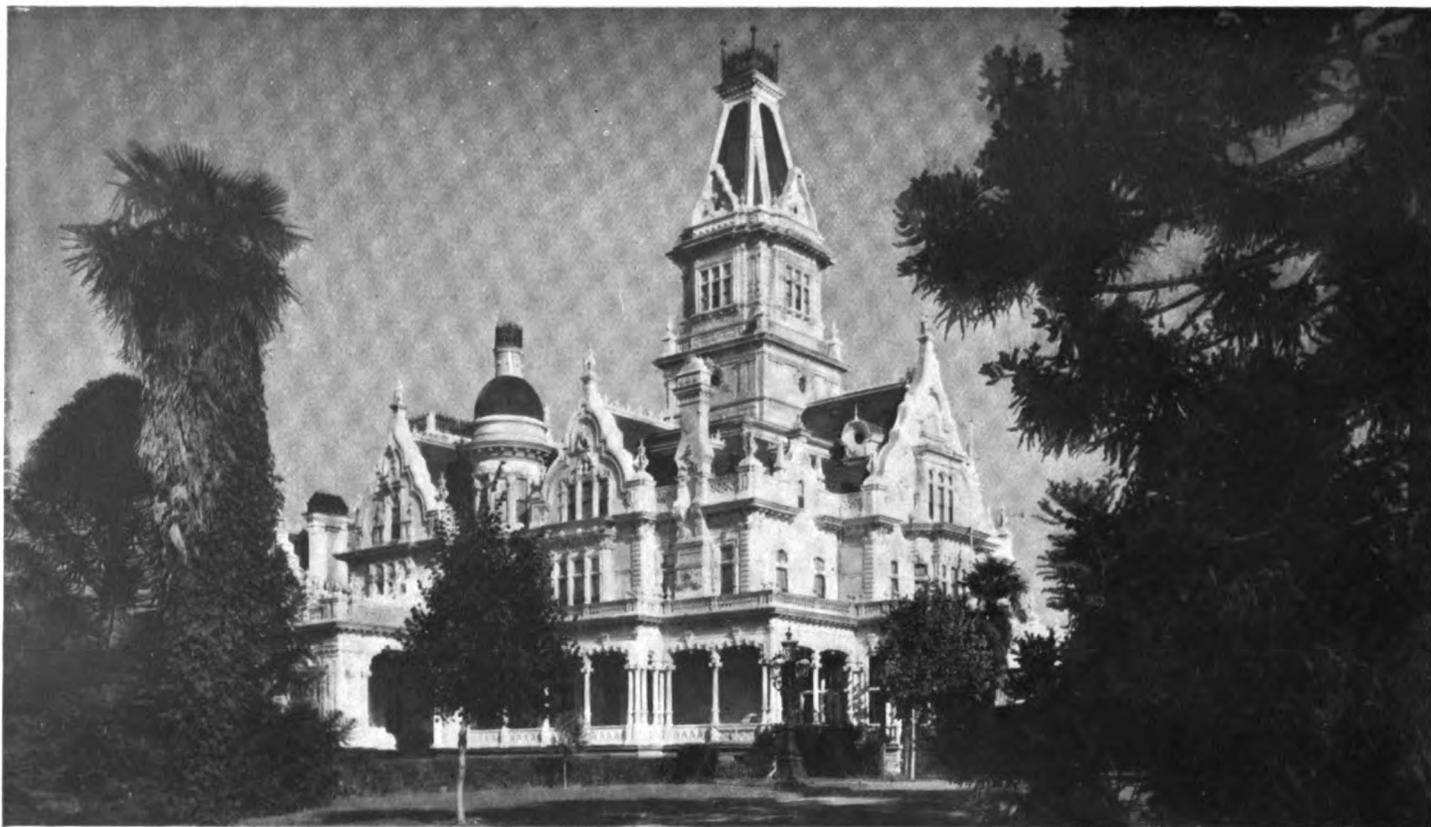
Many of the blooms from these nurseries found their way to the floral booth in the county's recent exhibit at the Panama Pacific Exposition. Here the continuous and unrivaled display of flowers attracted the attention of many visitors to the California State Building where the exhibit was located.

Before ever a hothouse or garden was located in the county, the wild flowers adorned the mountain slopes and sheltered meadows. Wild mustard was especially in evidence, growing so high that it almost obscured the view of a man on horseback. The entire county is famous for its many varieties of wild flowers as well as for its cultured blooms; and enjoys the unchallenged reputation of growing more wild varieties than any other county in the state.

In one of the school competitions which were held every year until recently, a boy entered ninety-six varieties which he had picked in one section of the county near Hillsborough. These were classified by a representative from the botanical department of the University of California. Among the specimens he secured were several kinds of wild orchids.



WHERE TREE, VINE AND FLOWER ARE AT THEIR BEST.



RESIDENCE, JAS. L. FLOOD, MENLO PARK

XVII

COUNTY'S PHYSICAL CHARACTERISTICS

SAN MATEO COUNTY extends from the south line of the City and County of San Francisco to the San Francisquito Creek and a line extending westerly from the source of this creek over the San Morena Range to the Pacific Ocean and out to a distance of 3 miles. Its eastern boundary is the bay of San Francisco; and its western boundary is the Pacific Ocean. Santa Cruz and Santa Clara Counties are adjacent to the southern boundary line.

The area of the county is 447 square miles out of the peninsula's total area of 550 square miles. The extreme distance between northern and southern boundaries is 41 miles and that from east to west is 18 miles. The county's narrowest width is found up toward the northern extremity where it is but five miles from bay to ocean. On the south, the irregular boundary formed by Santa Cruz and Santa Clara Counties is about 65 miles. The County's greatest area is between the San Morenas and the bayshore.

This land slopes almost uniformly from the mountain crests to the bay, and is interspersed with valleys. One of these, the Canada de Raymundo, the most extensive of the county's interior valleys, runs parallel to the San Morenas and inside a range of foothills to the east. There are other smaller valleys throughout the San Morena Range, of which the shallow valleys flaring out at its base, and sheltering the towns of San Carlos, Belmont and Burlingame are the most important.

Upon the coast side, the San Morena Mountains drop to the sea in steep declivities and cliffs with very few gradual descents.

This range, with its average height of 1200 feet, gradually increasing southward to a point back of Searsville where the altitude is about 2,500 feet, extends north and south through the county and divides it into two parts,—the bayside and the coastside. The San Bruno Hills which are a part of the San Morena Range extend at right angles to the bay from this range, running between San Francisco and South San Francisco. The San Bruno Hills are pierced here by five tunnels constructed by the Southern Pacific Company at an expense of \$7,000,000.

Near the northern border of the county, the summit of the San Morenas is seen to be split in a line from north to south. Here lies a tableland or shallow valley in whose center extends a picturesque chain of three artificial lakes,—Pilarcitos, San Andreas and Crystal Springs.

Few counties of the state are better supplied with lakes and streams than San Mateo County. San Francisquito Creek, which

for a long distance is the dividing line between San Mateo and Santa Clara Counties, has its source in the foothills and empties in the southern extremity of San Francisco Bay. Northward of this are courses of considerable carrying capacity in the rainy season, but dry in summer. These include the bed of the San Mateo Creek which flows through the city of San Mateo, and is the second in size on the bay side of the county.

On the coast side of the county from north to south, are the San Pedro, Denniston, Frenchman's, Pilarcitos, Purissima, Lobitas, Tunitas, San Gregorio, Pomponio, Pescadero, Gazos and White Horse Creeks, all of which are filled with water during the summer months. Waddell Creek is just beyond the county line.

The best fishing is in the Purissima, San Gregorio, Pescadero and Gazos Creeks.

The Pilarcitos, Purissima, San Gregorio, Pescadero and Gazos are the largest and most important of these coast streams. The San Gregorio, Pescadero and Gazos Creeks are fed by tributaries. The tributaries of Pescadero Creek are the Butano (in turn fed by the Little Butano) and Peters and Rock Creeks. The Pescadero Creek is the longest in the county and has the most extensive watershed. The tributaries of the San Gregorio are the Borgess, Corte Madera, Herrington, La Honda, Mindege, and Alpine Creeks.

Bays are a feature of the coast that add considerably to its attractiveness. Halfmoon Bay is the deepest indenture upon the county coast line. At Seal Rocks the land extends seaward in the form of a hook, and from here to the southward for a distance of about 6 miles in a gradually widening half moon-like curve, the formation of the bay exists, growing less and less prominent. At the mouth of the Pilarcitos, San Gregorio and Pescadero Creeks are little lagoons where the fishing is good. Where the Arroyo de las Frijoles flares out on the ocean shore, in the southern extremity of the county, there is also a lagoon.

The Great Basin, an attractive portion of which lies in the southern part of the county, with its eternal giants of the forest, and rushing mountain streams, is another spot still unprofaned by the hand of man and little marred by fire. This big preserve lies directly between Los Gatos and Pescadero, and is reached by a delightful drive of twenty-five miles from the Ocean Shore Railroad's present terminus at Tunitas Glen.

Upon the map published by the United States Geodetic Survey can be seen a wide channel of deep water extending to Hunter's Point from Dumbarton. Redwood Creek opens into this channel, thereby guaranteeing this city unlimited water transportation to San Francisco and other points, when the intervening arm of the sea has been properly dredged and straightened. This natural channel skirts the bayshore, upon which there are four places where wharves can be cheaply constructed for the accommodation of deep water ships: South San Francisco and San Bruno Point nearby, where the channel has already been enlarged and a turning basin created, Coyote Point near San Mateo, and Redwood Point near Redwood City.

The bayshore of the county located a few miles east of the railroads with its thriving communities, is for the most part, a low



lying area. The bayshore winds in and out in a series of complicated and involved curves. Before this land can be used for residential or manufacturing purposes it must be reclaimed and filled in, to a depth of almost six feet, which will make it very valuable for farming land, homesites, of industrial purposes, and repay many times over the expense of reclamation.

Extending along the bay shore from a point near Lomita Park to beyond San Mateo, are located a number of oyster beds covering an extensive area and projecting several miles out into the bay. The greater portion of these belong to the Morgan Oyster Company, although much of this territory is apportioned off in private ownership; the D. O. Mills Estate in particular holding thousands of acres of this valuable marsh land.

The oysters produced are classed as Eastern oysters, are of a high quality and command a good price in the San Francisco markets.

In direct contrast to the bayshore, the ocean side of the county presents an aspect of beauty as well as usefulness. For the entire length of the county's ocean sweep of fifty-five miles there is an almost unbroken stretch of beautiful beach, winding in gentle curves to the south, and admirably adapted to recreation and suburban homes. This frontage added to the thirty-five miles of bay frontage, gives the county a total water frontage of ninety miles.

XVIII

HIGHWAY SYSTEM OF COUNTY

AUTOMOBILISTS declare that San Mateo County is the leader in highway construction. This is attested to by the astonishing fact that a fair Sunday or holiday brings forth 15,000 motor cars on the main highways, exclusive of the traffic on the coastwise roads, which have just been opened to the public.

To accomplish the work of road building, now a reality, millions of dollars and herculean energy were required. Streams were traversed by bridges and mountains reduced to hills in order to make the boulevards practical for all purposes of traffic.

Nature has been kind to San Mateo County, and the road builders have done the rest in making this peninsula community most accessible.

The result of this is that San Mateo County is famous for its scenic boulevards, which are unrivaled from a standpoint of beauty and practicability.

The great results achieved in the construction of a system of scenic boulevards in this peninsula county, have been obtained through the untiring efforts of the Board of Supervisors, composed of Joseph M. Francis, James T. Casey, William H. Brown, John McBain and Dr. C. V. Thompson. No little mention should also be given to the Advisory Roads Commission, which, when originally appointed, had M. B. Johnson, the late George L. Perham, E. M. Moores, H. C. Tuchsens and William A. Moore as members.

Behind this great activity, in taking advantage of natural opportunity, stands the San Mateo County Development Association, an organization which awakened the "sleeping beauty community" of California.

With the formation of this Association wretched roads have been turned into beautiful boulevards, while proposed buildings took the form of reality after the Association began its scheme of public improvements.

The big men of the peninsula are members of the San Mateo County Development Association. The spirit of civic pride has been fostered by this organization, which started the wheels in action that resulted in San Mateo County floating a bond issue of \$1,250,000 for good roads. Many thought that the task undertaken was hopeless. Hard work gave a vote of four to one in favor of the proposition. Since this incident, the tide of progress, directed by the hand of the San Mateo County Development Association, is sweeping the county.

The seven municipalities of San Mateo County,—Daly City, South San Francisco, San Bruno, Burlingame, San Mateo, Hillsborough, and Redwood City, are building miles of asphalt streets, and, as a whole, have surpassed any other seven municipalities in the state for good thoroughfares.

When San Mateo County citizens voted for good roads, shrewd business judgment was shown. The convenience to the residents, and increase in property values will repay the county many times over in the next twenty years. In addition to this, there is an advantage which the county is beginning to reap, that very few voters foresaw when they cast their votes for the bonds. The highways are beginning to solve the transportation problems. Given a paved road, the community's transportation problem is greatly reduced: given a paved road in addition to steam train and trolley facilities, the transportation problem is reduced to nothing.

Automobile transportation lines are now running in every direction in San Mateo County: San Mateo is connected with San Francisco, Daly City, San Bruno, Burlingame, Redwood City, Halfmoon Bay, and Palo Alto by regular auto service.

Without the 200-mile system of boulevards, transportation would still be San Mateo County's most perplexing problem.

That these good roads are fully appreciated is shown by the great volume of travel developed over them as soon as they were opened to the public. This is exceptionally well shown by El Camino Real, the State Highway down the peninsula. Before this road was improved there was very little motor car traffic. There would be approximately 250 machines on busy holidays, but that would be very much of an exception to the general rule. At the present time, more machines pass over these improved roads in one day than would traverse them during a period of several months before improvements were made.

What has happened there will happen again, in proportion over every good road that may be built. Showing the county continually to so many people over these good roads is good advertising.

Located as a neighbor to San Francisco, where thousands of people are looking for homes which they can quickly reach without the trouble or danger of crossing the bay, San Mateo's many beautiful locations along the line of these roads are certain to make a very favorable impression. From now on, ever increasing numbers of those seeking homes outside of the congested city will "come and see and stay."

With the main trunks of the road system extending down the peninsula to the city; one along the ocean and the other on the bay-side to the county line, and with the laterals crossing from one main line to the other—one of these from San Mateo or Belmont to Halfmoon Bay and the other from San Gregorio to Redwood City or Menlo Park—and the main branch roads connecting with these—a choice of routes and scenery is given such as cannot be surpassed anywhere in the state. San Mateo County has mountains and valleys, ocean and bay, lakes and streams, wooded land and open country, altogether forming a constantly changing panorama of perfect natural beauty. Over these good roads a varying combination of trips can be selected running from sixty to one hundred and fifty miles without the necessity of going over any of the same routes twice.

San Mateo County's success in road building has attracted more than state-wide attention; and all communities are looking to it for leadership in boulevard construction. San Mateo County's policy is the continual construction of additional highways to maintain its supremacy in perfect boulevards.

The trip by auto to San Francisco from almost every part of the county can be accomplished almost as quickly as by train—and every auto owner claims, with greater convenience and pleasure. Many business men are now using this means of conveyance in preference to the trains, in their daily trips to the office. Residents of the county are now driving up to the city to spend the evening at the theater and various other social functions.

The main highways of the county are for the most part construct-



STATE HIGHWAY, SAN MATEO COUNTY

ed of concrete, over which is laid a coating of asphaltum. The specifications under which they are built, are identical with those of the finest grade of street work.

The stretch of State Highway from San Bruno to San Francisco, passing by way of South San Francisco, and the Visitacion Valley along the bay shore to San Francisco, is the most recently completed portion of the county's highway system.

Although designed primarily for automobile truck traffic, this stretch of highway awards the autoist a scenic treat, unsurpassed by any other road in the state, with its varying panorama of bay and hill, and flower-clad meadows.

On a Sunday in August of last year an accurate count, kept by traffic officers at Millbrae, during a period of twelve hours, showed that 21 motor vehicles passed this given point every minute.

Another great accomplishment of the highway system is the increased valuation of the assessed property of the county, which has shown an increase of \$3,500,000 during the last two years. This is a profit of about 280% on the original investment in the county highway bond issue for \$1,250,000.



AGED SENTINELS OF THE FOREST, IN REDWOOD PARK, SAN MATEO COUNTY, EASILY ACCESSIBLE OVER THE STATE HIGHWAY FROM SAN FRANCISCO.

XIX

COASTSIDE OF COUNTY

ON account of the natural barrier of mountains and hills separating the Coastside from the other districts, this particular part of the county was somewhat retarded in its growth until the coming of the Ocean Shore Railroad. This portion of the peninsula possesses a romantic interest, in that it was the first place in the county to be discovered by the Spanish people when taking possession of the sea-coast of Central California.

In the beginning there were only a few settlements and large ranches for dairying, grain and farming purposes.

All this is being changed, as there has been a great development in this section during the last few years, marked by the growth of a number of promising communities which have taken the place of much of the territory formerly devoted to farming and grazing.

The soil in this district has always been known for its splendid fertility. All the lowlands and many of the side hills along the coast, clear to Pescadero, having been given over entirely to the raising of vegetables. Here, that dainty aristocrat among vegetables, the artichoke, planted in great fields develops a flavor that it attains nowhere else.

The winters are so mild that the plant is at its best during the Christmas holidays and early spring, just when it is needed and appreciated the most, on account of the lack of other fresh vegetables. Early peas, lettuce, cauliflowers, potatoes, sweet corn, string beans, brussels sprouts, horse beans and many other vegetables do equally well.

Among the county's most important products are cabbages. Cabbage gardeners in the vicinity of Colma and Baden make large shipments,—one of these sending eight carloads to the city in his busy week. Cauliflowers are also shipped out in carload consignments.

Grain is another important crop, particularly red oats, which is raised quite extensively.

The coast climate is well adapted to the perfect ripening and fine flavor of such fruit as apples and pears. Strawberries and huckleberries grow in abundance farther back upon the hills. Poultry raising is also assuming an important rank as a paying industry.

Nevertheless it is general truck gardening that pays best in this region, having proved so successful, that lands suitable for this purpose will now rent for as much each year, as they were considered to be worth per acre ten years ago. The best of this land



LOBITOS CAVE, ONE OF THE CURIOSITIES
OF THE COASTSIDE

averages \$500 per acre although three times this figure is not an unusual price to pay for the most productive farms. Figures taken from the United States Census of 1910 show the total value of all farm property in San Mateo County to have been over twenty million dollars. Most of this is located on the coastside.

One phase of the coast climate deserves special mention at

this point: it is what might be called a "second spring." This phenomenon takes place in the autumn, and somewhat resembles the Indian Summer of the eastern states. At this time many crops may be planted again, as they were in the original Spring of the year. The weather at this time is particularly balmy and pleasant.

Another interesting and important industry that has been located upon the coastside of the county since its earliest days, and still maintains noteworthy proportions, is the lumber business. It is an interesting and little known fact that a large body of untouched redwood lumber—the largest south of Mendocino County, lies along Pescadero Creek; while upon the shores of Butano and Gazos Creeks to the south, are also millions of feet of untouched redwood lumber. Lumbering operations are still in progress in this latter section where the timber is being turned into shingles and railroad ties. Pescadero is the nearest town to the scene of these activities.

The entire coast as far down as Tunitas Glen, the present terminal of the Ocean Shore Railroad, is rapidly attaining prominence, not only as a satisfactory suburban home community, but as a holiday resort that is easily accessible from San Francisco.

New towns have sprung up along the coast from San Francisco, where home-seekers from all parts of the country are selecting sites.



TABLE ROCK, LOBITOS, ON THE COAST

It is to such districts as these that people migrate each summer from the enervating climate of the interior.

The greatest thing next to the coming of the Ocean Shore Railroad, that has yet taken place to open up this coastal section and advertise it to the world, was the building of the Coastside Boulevard. This high class road not only branches out to all



OCEAN SHORE RAILROAD AT
SAN PEDRO BLUFF

other parts of the county, but makes direct connections with San Francisco. It is one of the most popular and beautiful trips for pleasure seekers, as well as a quick and direct commercial route to the metropolis.

The beaches along this fifty-five mile strip of seashore are ideal recreation grounds for holiday or week-end trips, when business cares are forgotten in the pleasures of the seashore. Here is a variety of sport to meet the whims of everyone—strolling or resting in the clean white sands, or bathing in the surf. There are shell fish to be gathered, or fishing can be indulged in from beach or rocks. The red-woods which are only a short distance back of the beach, invite the picnic party.

The beaches at nearly every station along the line of the Ocean Shore Railroad, are sheltered from sweeping winds by high bluffs and protected from treacherous undertow, so characteristic of many ocean bathing places, by the natural formation of the coast line into rocky reefs and inland curves. The temperature of the water is modified by the warm Japan currents which skirt the coast of central California and make bathing delightful.



PECULIAR ROCK FORMATION AT LOBITOS

Surf bathing is indulged in to a great extent at Salada Beach, Brighton Beach, Moss Beach, Marine View, Princeton, Granada, the town of Halfmoon Bay and Tunitas Glen. Beautiful bath houses have been erected at Salada, Moss Beach, Princeton and Granada, where crowds

go daily, in summer, to enjoy the snow-white sands, the invigorating salt air and a dip in the surf.

These towns and resorts are strung out along the coast in a line similar to the formation of the bayside cities. The entire population, although growing rapidly, is yet small as compared to that of the sister community across the mountains.

There are two good sized towns,—Halfmoon Bay and Pescadero. The remainder of the settlements are in the nature of summer resorts, around each of which cluster the summer homes of many San Franciscans as well as the year 'round residences of commuters.

The towns located on the coastside along the line of the Ocean Shore Railroad between San Francisco and Pescadero are Edgemar, Salada, Brighton Beach, Rockaway, Pedro Valley, Farallone, Moss Beach, Montara, Princeton, Granada, Miramar, Halfmoon Bay, Lobitas, Tunitas, Purissima, San Gregorio, and the world-famous Pebble Beach.

Halfmoon Bay, originally called Spanishtown, is the largest and oldest town upon the coastside of San Mateo County. It is located in a very fertile valley which flares out upon the shores of the Bay of Halfmoon.

Here indeed is a bit of Old Spain—a little village that might have been transported from the land of the Dons, when the Spanish nation was at the height of its colonizing era in the new world.

The situation of the town is one of the most picturesque on the coast, where the wild beauty of bay, mountain and plain are at their best. At this point, the mountains have fallen back from the sea, leaving a highly fertile plain of several thousand acres stretching along the shores of the bay. Here the waters seem particularly blue, and the sand of an extraordinary whiteness.

Upon this plain grow the artichoke and brussels sprout. Halfmoon Bay artichokes are known from San Francisco to New York and have made the name of Halfmoon Bay famous.

Here also is located the largest mushroom farm west of Chicago, the output of which is shipped to the markets of San Francisco and other bay cities.

There is a high school, grammar school, two churches, and several fraternal orders, clubs and organizations.

Halfmoon Bay is served by the Ocean Shore Railroad. The Coastside Boulevard from San Francisco passes through Halfmoon Bay, with branches to Redwood City and San Mateo. A line of automobile busses over these roads connect Halfmoon Bay with these cities.

The estimated population is 1,100.

Hidden away in a nook of the mountains and surrounded by one of the richest farming regions of the entire state, is the town of Pescadero,—second in size among the coast towns of the county.

In the old Spanish days, Pescadero was one of the most important stopping places upon the Camino Real. As far back as the early seventies it was a famous resort for honeymoons and parties, and rendezvous for sportsmen from San Francisco. Before this, it was the center of a great cattle district from which hides were shipped to Monterey. An old adobe or two yet remains to remind the historically inclined of the pioneer days of Alta California.



BATHING BEACH, HALFMOON BAY



THE FAMOUS PEBBLE BEACH

When San Francisco was being expanded into a city, the level land around Pescadero became one vast potato patch, the product being shipped from Pigeon Point, six miles below.

The romantic charm of this little town with its famous pebble beach, bracing climate, scenic beauties and lagoon three miles to the south, where there is unexcelled fishing for striped bass, steelhead and salmon, exerts a magical attraction upon the modern day motorists.

The Ocean Shore Railroad extends only to Tunitas Glen, although its right-of-way has been graded to Pescadero. An automobile stage is operated from here through Pescadero to Santa Cruz and intermediate points, affording train connection to people along the route.

In the town there are two churches, a grammar school, fraternal organizations and clubs.

Pescadero gives the impression of contentment and industry, and above all of cleanliness. Many writers describe the place as a sort of "Spotless Town," because of its well kept streets and predominance of white-painted cottages.

Few people who have not actually enjoyed the stimulating climate on the ocean shore can realize its attractions. Foggy days are in the extreme minority. Here the hot summer days are tempered by ocean breezes, and winter days are at their best and are surprisingly warm. In fact the coastside is warmer in winter than the bayside, and cooler in summer, maintaining a more equable temperature the year around.

XX

SAN MATEO COUNTY DEVELOPMENT ASSOCIATION

ALTHOUGH San Mateo County's natural beauties and advantages have been the prime factors of development; the progressive spirit manifested by the people, and the activity of the county's various promotion organizations have been the actual moving forces behind the phenomenal development which has taken place during the last few years. The achievements of the San Mateo County Development Association command particular attention.

This aggressive association is the most important of these organizations in the county. It was organized in April, 1910 by the public spirited citizens of the county, primarily to obtain better transportation facilities and lower rates, and in general to develop the resources and advertise the natural advantages of the county.

The first activity of this body was to commence an action against the Southern Pacific Company for lower rates, which resulted in material reductions on all classes of tickets. Half-fare rates for school children were obtained on the line running through the county.

The most hereulean task undertaken, was initiating and carrying through the campaign for a one million two hundred and fifty thousand dollar bond issue for good roads, which was carried by a vote exceeding four to one. This was accomplished in less than a year from its inception, and with an actual campaign of public speaking that covered only one month.

One of the great public accomplishments engineered by the Association was in connection with the eighteen million dollar state highway bond issue, when on August 7, 1912, at their invitation, the first shovelfull of earth was turned over in San Mateo County by Burton A. Towne, chairman of the California State Highway Commission. This ceremony took place in San Mateo County, at San Bruno, on the State Highway, at a point just opposite Uncle Tom's Cabin.

Among the other public benefits inaugurated and successfully carried through by this body, was the formation of the motor bus transportation service, known as the Peninsula Rapid Transit Company which filled a long-felt want for better transportation facilities.

Among other activities which this body was instrumental in bringing about, was a tour of inspection by the Congressional Rivers and Harbors Committee to pass upon the merit of the county's harbor projects. Innumerable other undertakings for the general upbuilding

of the community have also been fostered and carried to a successful conclusion.

A high-water mark of community publicity has been reached and maintained, which is regarded with envy by other county commercial organizations, and is considered a standard for imitation by all such bodies. As a result of the "get together spirit" manifested by San Mateo County, this community is now being carried forward upon a flood tide of prosperity and ever increasing popularity.

This is largely the direct result of the untiring efforts of the San Mateo County Development Association.

The officers of this body are as follows: M. B. Johnson, President, (Montara); Asa Hull, Vice-President, (San Carlos); Frank L. Eksward, Secretary-Manager, (San Mateo); and S. D. Merk, Treasurer, (Burlingame).

The Board of Directors is as follows: D. G. Doubleday, (Millbrae); W. A. Brewer, (Hillsborough); W. H. Brown, (San Mateo); J. T. Casey, (Colma); W. O. Graiber, (Lomita Park); F. A. Cunningham, (South San Francisco); W. J. Martin, (South San Francisco); J. M. Custer, (San Bruno); D. A. Deleau, (Redwood City); T. Master-son, (San Mateo); Dr. C. L. Morgan, (Halfmoon Bay); C. M. Morse, (San Mateo); E. M. Moores, (Burlingame); Henry Marcus, (Redwood City); H. C. Tuchsén, (Redwood City); and Charles L. Biebel, (Daly City).

Various other organizations throughout the county, of which there are a large number, consisting in part of urban improvement clubs, women's clubs, city-beautiful organizations, entertainment committees, merchants' associations, and chambers of commerce of the various cities, have all been active in successful development work.

The occasions and events in which the activities of these various bodies were manifested, have been state highway parades, flower days, county days, city fetes and many other such celebrations taking place within the boundaries of the county. The "Good Roads Day" was an occasion never to be forgotten when the county-wide agitation was in progress to improve the highway system. At this time, visitors from Santa Clara County were entertained, and ways and means discussed with the Santa Clara delegates as to mutual county cooperation to secure a better highway system.

Probably there is not a county in California that is accomplishing more general development work than San Mateo. Scores of homes are being erected, schools are being urged and built, churches are undergoing alterations, city streets are being improved, store buildings are going up, and the county highway work is being steadily extended.

As a direct result of all this activity, the county has manifested a phenomenal growth. Every merchant, property owner, and commuter tell the same tale of progress.

Statistics on the population of the county, dating back fifty-six years, illustrate what has been accomplished. In 1860 the population was 3,214; in 1870, 6,335; in 1880, 8,669; in 1890, 10,087; in 1900, 12,094; and in 1910, 26,585. The population for 1916 is estimated from 35,000 to 42,000.



RESIDENCE, CHARLES TEMPLETON CROCKER, HILLSBOROUGH

SCHOOLS OF SAN MATEO COUNTY

THE school system of San Mateo County embraces the kindergarten, the primary schools, the grammar schools and high schools.

From the time children reach school age until ready for the university, they may attend school and remain at their own homes. Throughout all this time they are pursuing a well laid out and carefully planned course which completely covers, in a minimum time, all that is required by the laws of the state. Further than this, most of the pupils are not only taught the statutory subjects but are also given instruction in manual and domestic arts as well as in drawing and music.

To cover this work and to accommodate the five thousand boys and girls in attendance throughout the county, there are five kindergartens, thirty-three elementary and four high school districts, employing 190 teachers. The cost of maintaining this system during the school year of 1914-1915 was \$308,761.00.

The teachers of San Mateo County are practically all university or normal trained, whose salaries, while not high, are so fair as to assure few changes in the department each year.

The buildings and equipment in the majority of districts are as fine as can be found.

The pupils of the public schools of San Mateo County represent most of the nationalities of the civilized world, and are as a rule bright and active, responding readily to the instruction given them. A large percentage of those who graduate from the grammar schools attend high schools.

The high school students who are graduates of the elementary schools of this county, are in practically all cases found to be proficient in their work, whether they come from the graded town school or the ungraded, one-room school of the smaller communities. The high schools of San Mateo County maintain an unusually high standard, graduates being admitted to the different universities and normal schools without examination. The courses of instruction are varied; and while the scholastic branches are carefully followed, practical business instruction, skill in carpentering and home keeping or domestic science are so taught that pupils are well equipped mentally and physically to grasp the opportunities that present themselves upon graduation. In short, it may be said that San Mateo County has as good a school system as can be found in the State of California.

Concerning the high schools of the county, only two—those of San Mateo and Redwood City will be described in detail, as they are the largest.

The San Mateo Union High School is the largest in the county, having an enrollment in 1916 of 250 pupils and employing seventeen teachers. This high school has achieved a remarkable growth during the last ten years, in which time its enrollment has about quintupled, while the list of teachers has quadrupled.

In addition to being the largest high school in the county, the San Mateo Union High School has the distinction of being the only school in the state furnishing free text books, purchased by the school for both day and evening classes. They are the property of the school and are issued on library cards for a designated period of time. Another interesting feature of the school work is the actual printing of a very creditable school paper entitled, "The San Mateo Hi." A military feature has been added to the school curriculum which includes drilling and rifle practice. The equipment for the above is also furnished by the school.

* * *

A night school with an enrollment of 150 students is maintained by the San Mateo Union High School, in which practically all the subjects taught during the day may be studied in the evening.

An important feature of the school's curriculum is the department of manual training in which the young men may learn the fundamentals of carpentering, joining, cabinet making, turning and machine practice. Domestic Science is taught for the benefit of the young ladies, the course including full instructions in cooking, food values and the serving of a meal. Another pleasant branch of the school work is the School Band and Orchestra.

The San Mateo High School is constructed of reinforced concrete, and was erected at a cost of \$295,000.00, including the value of the property upon which it stands. This includes a \$35,000.00 gymnasium with ample provision for outdoor sports on the school grounds. An auditorium, seating five hundred, an automatic ventilating and cleansing plant, and a system of artesian well water are among the features of the school buildings.

Mr. W. L. Glascock is principal of the San Mateo Union High School, and San Mateo Union Evening High School.

* * *

The Sequoia Union High School of Redwood City, of which Samuel Pressly McCrea, A. M., has for ten years been the principal, has few peers among the small high schools of California. Serving the large territory from Menlo Park to Belmont and from the bay front to the mountains, it is one of the most important educational institutions in San Mateo County, and considerably the oldest.

The Sequoia Union High School first opened its doors to students on September 16, 1895 with David A. Curry as principal, and for nine years was housed in the grammar school building of Redwood City. At that time it had an enrollment of only a few students, and the faculty had but three members. Under the first principal 27 students were graduated.

In 1899 Frank S. Rosseter was chosen principal and in 1900 the school gained a place on the accredited list of the State University which it has since retained. In 1902 the San Mateo Union High School was opened, thus narrowing to some extent the field from which students were drawn to Sequoia. In the five years he was principal Mr. Rosseter graduated 66 students, and gave the school some of the features it has since retained.

It has advanced steadily in usefulness and popularity, in time outgrowing its first quarters, and increasing in numbers until it comfortably fills its magnificent building which is one of the most imposing structures in Redwood City.



HOMESTEAD SCHOOL, SAN MATEO

Its registration is now 107 and the faculty has eight members. Its expenditures are greater than those of a small college a generation ago, and its field of work is considerably broader. It now covers History, Civics and Elementary Economics; Latin, German and Spanish, the Physical Sciences and Mathematics, English Literature and Composition, Bookkeeping, Stenography and Typewriting, Drawing and Vocal Music, Domestic Science and Art, Carpentry and Cabinet Work.

Although only twenty years old, some of the county's leading men and women are listed among its graduates. In the last ten years 131 students have been graduated from the school, many of whom continued their studies until graduation in Stanford University, the State Normal schools and other institutions. Of the graduates of the last two classes, seven went to Stanford in 1915, one to the College of the Pacific, two to the San Jose Normal, and one to the

San Francisco Normal. At least, the school is inspiring many students to go higher.

To meet the modern school demands in secondary education many new departments have been added. Drawing, Music, a four year Commercial course, Domestic Science, and Manual Training are all features added during the last ten years. The school is now planning to erect a special building for the work in carpentering, blacksmithing, machine shop practice and other industrial arts.

This High School has already found it necessary to establish four regular courses—Literary, Scientific, Commercial and Industrial. Two of these are designed to prepare for higher institutions, and the others for various occupations.

For the first twelve years Geo. C. Ross of Belmont presided over the Board of Trustees of the school. Since that time L. P. Behrens has acted in that capacity, and except for two years, the latter has been a trustee of the High School since it was opened in 1895. With such a record of achievement the future is bright with promise.

* * *

The private schools of the county are known throughout the country for their standing, ranking high among the famous institutions, both east and west.

One of the most important of these educational institutions in the county is the Belmont School for Boys, now in its 31st year. This is primarily a college preparatory school, as 329 of its 381 graduates have entered colleges or schools of science, as follows: 175 entered the University of California, 100 entered Stanford, and 54 entered Harvard, Yale, Cornell and the Massachusetts Institute of Technology. Eight other colleges received one or two each, leaving 44 to go directly into business.

The school was founded by W. T. Reed, Harvard '68, soon after his retirement from the presidency of the University of California. Through the financial assistance of W. H. Martin, he was enabled to purchase a portion of the famous Ralston estate at Belmont, and the school was opened in August 1885 with fifteen pupils.

Mr. Reed's varied experience in the Boston Latin School, in superintending the public schools of Brookline, Massachusetts and in the San Francisco Boys' High School had given him a familiarity with educational requirements that was of great service to him in laying out the work that Belmont should do.

The grounds—45 acres in extent—lie on the lower slope of wooded hills almost surrounding a valley which fronts the Bay of San Francisco. From the summit of these hills may be seen Mt. Diablo, Mt. Tamalpais and the chain of Crystal Springs Lakes. A picturesque brook, edged by live-oaks, divides the buildings of the school into two groups. On the north are two dormitories, the dining room and the new Physical and Chemical Laboratory; on the south are the Senior House, gymnasium, swimming tank, Head Master's house, the manual training shop, power house and steam laundry.

The laboratory, Senior House and swimming tank, all lately built, have an outside finish of plaster and red Mission tile roofs. The swimming tank has a pool 75 by 32 feet, lined with white glazed



BELMONT SCHOOL FOR BOYS, BELMONT

tiling and surrounded by a red tile walk. The water is 8 feet deep at one end and 3 feet deep at the other. It circulates through a heater, being kept at a temperature of about 68 degrees, and also passes through a filter which, it is claimed, keeps it freer from germs than when fresh drawn from the water main. The gymnasium, with which the swimming tank is connected, is supplied with shower baths, dressing rooms and lockers.

The recreations include football, baseball, tennis, basketball, swimming and dramatics; and to boys who are fond of tramping and picnics, the hills, lakes and even the ocean furnish inviting objective points.

Two housemothers give their entire time to the well-being and happiness of the boys, while the matrons and the wives of the teachers are all interested in creating a pleasant school atmosphere.

As a means of securing the best physical development, habits of neatness and prompt obedience, and to add to the esprit de corps of the school, either the ordinary military drill or the regular setting up exercises of the army are required three times a week.

The course of study covers 9 years. Pupils satisfactorily covering the 45 units necessary for graduation, are admitted upon the recommendation of the Head Master to all Colleges that admit on certificate.

The system upon which, so far as practicable, the discipline of the school is founded may be inferred from the school motto, "On Honor" and the motto, "Ring True," which is cast into the school bell. The faithful, straightforward boy is sensible of little restraint, but it is intended to make the restraint seriously felt by boys who are not readily reached by appeals to their sense of duty and honor.

The school is non-sectarian but it is intended that it shall be a Christian school and that its daily influence as well as its Sunday services shall further the development of Christian character.

* * *

On 63 Griffith Avenue, San Mateo is the San Mateo Collegiate School for young ladies, conducted under the able principalship of Mrs. Dora H. Shinn.

* * *

Notre Dame Convent at Redwood City, Sacred Heart Academy, St. Joseph's Parochial School and St. Patrick's Seminary at Menlo Park comprise the Catholic institutions of the county. The first three give the usual courses, while the last named, with its magnificent equipment and location in the center of a beautiful natural park, is intended solely for the education of boys and young men desiring to devote their lives to the priesthood. The seminary was dedicated in 1898 by Archbishop Riordan. The buildings comprise an administration building, a junior and senior college, a central chapel, a detached service building, a distinct refectory, in grandeur of conception, the peer of any in the country—all in Romanesque style of architecture.

XXII

TRANSPORTATION FACILITIES

SAN MATEO COUNTY'S spectacular growth during the last ten years, when it has almost quadrupled in population, has been made possible by steadily improving transportation facilities which now serve every portion of the county. These bring the majority of the desirable locations, homesites and places of interest, within a little over a half hour's trip from San Francisco; while the further and more inaccessible portions in the county are about an hour's ride from the business center of the metropolis, thus bringing the advantages, charms and opportunities of this region within easy reach of the business man, homeseeker and farmer.

There are virtually five transportation systems that serve the county and peninsula. These are the Southern Pacific Railroad, constructed through the county in 1852-53; the United Railroads, in 1902-03; the Ocean Shore Railroad, in 1907; the Peninsula Rapid Transit Company which began operations in 1915; and a line of bay-going freighters plying between Redwood City and San Francisco points on a daily schedule.

The transportation companies out of San Francisco, in the order of passengers carried daily, are,—the Southern Pacific Company, with depot at Third and Townsend Street; the United Railroads with a terminal and transferring point at Fifth and Market Street; the Peninsula Rapid Transit Company, with one of its terminals at Fifth and Market Street; the Ocean Shore Railroad with depot at Twelfth and Mission Street; and lastly the newly created line of bay going freighters which ply from the San Francisco waterfront to South San Francisco and Redwood City on daily trips, and unlike the foregoing companies, carry only freight. Passenger traffic from the south through the county comes only by the Southern Pacific trains and the Peninsula Rapid Transit Company whose busses run direct from Palo Alto to San Francisco.

In addition to the regular lines through the county, there is a little electric line that serves the foothill region adjacent to Easton, and connects with the Southern Pacific at Easton Station.

* * *

The Southern Pacific gives the county the cheapest, the quickest and most comfortable steam train service in the United States. The imposing terminal at Third and Townsend Streets is a recently completed structure constructed in the old Mission style. From here, the "Coast Line" trains of the Southern Pacific run southward

along the Bayshore Cut-off and enter San Mateo County just before reaching Visitacion.

To make this short and direct route possible, the company bored a series of five tunnels through the San Bruno Hills at an expense of millions of dollars. The old line, circling the hills by way of Colma and Baden, rejoins the main route at San Bruno.

Thirty-three suburban trains and twenty-one through trains are operated on these tracks each day—a total of fifty-four trains, north and south bound.

The roadbed is particularly smooth, being rock-ballasted and equipped with ninety-pound steel rails. At regular intervals along the right of way are the automatic electric block safety signals. The engines are all of the oil-burning type, and the steel coaches are fitted with comfortable cushion seats, and are well lighted and ventilated.

* * *

The United Railroads offers a cheaper single way fare than the Southern Pacific, and although it only penetrates the county as far as San Mateo, its cars are always well filled with passengers.

In 1901, when nearly all the street car lines in San Francisco were bought up by the United Railroads, the franchise for the San Mateo line was purchased and work immediately commenced upon its construction.

The first car carrying passengers over this line was operated December 31, 1902. On January 1, 1903, regular service was put on between San Mateo and Holy Cross Cemetery—with cars leaving every hour. These cars connected with the Cemeteries line for San Francisco at Holy Cross. In November of the same year, high speed double truck cars, with a seating capacity of 48 passengers, were put in service over this line running between San Mateo and Fifth and Market Streets, San Francisco.

In December 1907 the large interurban cars which are now being used on this line, were put into service. These cars have a seating capacity of 56 passengers, and leave each terminal on a twenty-minute headway through the week; a fifteen minute headway on Saturdays and ten minute headway on Sundays. This schedule is in force at the present time.

Actual running time between the San Mateo Depot and Fifth and Market Streets, San Francisco, is 60 minutes; the distance is 20 miles, and the fare 25c each way, which includes the 5c city fare entitling the passenger to a transfer to any part of the city.

When this line was started, it served a district which was practically unpopulated except for ranchers outside of San Mateo, Burlingame and Millbrae. The rapidity of the growth of this section was entirely unexpected by the United Railroads when the line was built.

* * *

The Peninsula Rapid Transit Company is of comparatively recent origin, and serves more particularly the region immediately adjacent to both sides of the State Highway from the southern boundaries of San Francisco to Palo Alto.

The company runs a sufficient number of busses to maintain a half-hourly service between San Mateo and San Francisco terminal at Fifth and Market Streets; while an hourly service is considered sufficient between San Mateo and Palo Alto. Since its organization the company has manifested a steady growth, continually adding to and improving its service.

The busses ride smoothly along the polished surface of the State Highway, and are comfortably fitted and equipped. Each bus has a capacity of 22 passengers. The fare from San Francisco to San Mateo is 25c, and from San Mateo to Palo Alto 25c. Fares between various parts of the line vary from 5c up, according to the distance traveled. The time between Fifth and Market Streets, San Francisco to San Mateo is 60 minutes; from San Mateo to Palo Alto is 30 minutes.



ALONG THE OCEAN SHORE RAILROAD

The Ocean Shore Railroad, winding through one of the most picturesque regions of the world, is one of the important carriers of the county, from both a passenger and freight traffic standpoint.

The present terminal is at Tunitas Glen which is thirty-eight miles from the San Francisco station at Twelfth and Mission Street. There is promise in the near future of this road being extended through to Santa Cruz along the coast.

The company was incorporated in 1905; and the first cars were run over the road in 1907. The road operates under a daily week-day headway of two trains in the morning and two in the afternoon. On Saturday afternoon there is an extra train that leaves the San Francisco station at 5 P. M. to accommodate those who

wish to spend Sunday fishing. On Sunday there are two extra trains,—one in the evening and one in the morning.

The Ocean Shore Railroad operates 27 passenger coaches, 2 observation cars, 10 engines and 139 freight trains. The freight rate on garden produce averages \$3.00 per ton.

At Tunitas Glen, connection is made with motor busses to the popular seaside resorts at San Gregorio, Pescadero and Pebble Beach.

* * *

Toward the end of last year an adequate and well organized "jitney" service with branches throughout the county, sprang into existence. This service consists of several lines and a few independents, all of whom have their headquarters in San Mateo.

A regular line with terminals in San Francisco at Fifth and Market Street and San Mateo, maintains a half-hourly service daily except in winter when the cars run upon an hourly headway. Another firm runs a number of five-passenger cars every twenty minutes between San Mateo and Redwood City, and as far as Palo Alto. Other cars run only between San Mateo and Burlingame. Another line runs between Redwood City and Woodside. The Halfmoon Bay Stage makes several trips daily between that point and San Mateo; and also makes a through trip from San Mateo to San Gregorio.



FISHING IN UPPER PESCADERO CREEK

XXIII

HUNTING AND FISHING

ALTHOUGH all parts of San Mateo County are within about forty miles of San Francisco and within a few hours by auto, there are few sections of the state that are better supplied with game and fish. It is true that a few years ago there was much better hunting, but everything considered, the coast region in San Mateo County is not to be despised. In years past the grizzly bear was common throughout the peninsula. It is said that these bears were even larger than the famous Kadiak Island grizzlies, said to be the largest in the world. Stories told of the raids made by them on the ranches in the early days are wonderfully interesting. It is probable that the last grizzly was killed in the early seventies, although it is reported that a black bear was killed in the central part of the county about 1892.

Enos Ralston of San Gregorio, whose parents settled on the Corte Madera Creek in the latter part of the fifties, tells of a grizzly bear that he and his small brothers and sisters surprised while they were gathering berries. The bear was on one side of a big red log and the children on the other. When they climbed on the log they saw the bear, it is a question as to whether the children or the bear was more frightened. Anyway, the bear went one way and the children the other.

A bear story with a more serious ending is said to have happened just across the south line of the county. Henry Waddell, who was then living in a cabin near the mouth of the stream that now bears the name of Waddell Creek went out one morning after deer. He was accompanied by a small dog. The dog took the trail of some animal up through a steep side canyon. Near the head of the canyon the dog disappeared behind a turn and almost immediately a big bear came down the canyon at full speed. It was impossible for Waddell to get out of the way and before he knew it he had received a blow from the bear's paw over the head that scalped him, while his thigh was crushed by the bear's jaws. Waddell was so badly injured that he died within a few days.

As long as the present conditions exist in San Mateo County there will be an opportunity for the man who cares for deer hunting to secure venison. With 36,000 odd acres of Spring Valley land upon which there is practically no hunting, and the California redwood park just across the south line where no hunting at all is allowed, the deer can breed undisturbed. When this protected area becomes crowded, the overflow spreads out in the adjoining parts of the county

where hunting is allowed. On account of the protection, it has been possible during the past several years to kill an average of 150 deer a year. Deer find San Mateo hills particularly to their liking: the feed is good and the cover is so thick that hunters are at considerable odds unless they are assisted by well trained dogs. Deer have been killed within a short distance of both Redwood City and San Mateo. On a drive through the Spring Valley lands, it is not unusual to see as many as a dozen or more.

Valley quail are the prize game bird of the county. Quail shooting is excellent in many parts of the county and promises to be better on account of the shortening of the season and the reduction of the bag limit at the last session of the legislature. With continual watchfulness necessary, the quail have become more crafty, so that it is



ENOS RALSTON, SUCCESSFUL DEER HUNTER

difficult to secure a limit, although there may be an abundance of birds in the vicinity. As soon as a few shots are fired the gun-wise birds take to the high brush where it is impossible to find them. Many years ago the mountain quail were found in fair numbers in the higher elevations; but it is doubtful if one could be found in any part of the county today.

San Mateo has long been famous for its excellent rabbit shooting. Both the cottontail and brush rabbits are found in the county, but the brush rabbit far outnumbers the cottontail. The brush covered hills on the coastside afford excellent cover. If given reasonable protection, the rabbits will long afford a source of enjoyment to the

red-blooded man who likes to get out with gun and dog. During the first few days of the open season, hundreds of rabbit hunters make their way to the various parts of the county. Most of them return with goodly bags. San Mateo was one of the first, if not the first, to give rabbits the protection of a closed season. This law was found to be so satisfactory, that sometime later a state law was passed giving state-wide protection during part of the year.

The grey tree squirrel is no longer considered game in San Mateo County. They are worth more alive from the æsthetic point of view to satisfy the outer man, than they are dead to satisfy the inner man. Squirrels are found more or less commonly throughout the wooded parts of the county. In parts they are very common, even within the incorporated limits of the cities along the bay shore.

Marsh shooting in San Mateo County has not improved during recent years. Formerly the salt ponds on the bay shore afforded excellent duck shooting but in recent years ducks have become noticeably scarce. There is still in the fall of the year an excellent flight of ducks in the morning and evening, between the Spring Valley lakes and the bay, but shooting is limited to a few moments at that time and it is difficult to get more than a few birds. Better bags of ducks are secured by those hunters skilled in the use of a skulling oar, but this sort of hunting is rather hard work for the average hunter and is not commonly resorted to.

Rail shooting has been one of the sports of the county, but so much land has been reclaimed during the past few years that rail have been greatly reduced and it has become necessary to put a closed season on them. It is probable, however, that in a few years they will have increased to such an extent that a short open season can be declared. The clapper rail is one of the best of table birds and is preferred by many to any other variety of game.

Of all the attractions of San Mateo County perhaps trout fishing is not to be surpassed. There are miles and miles of excellent trout streams easily accessible. Many of these are classic with the angling fraternity; and it is only necessary to mention the Purissima, San Gregorio, Pescadero, Butano, or any of the other well known streams, to start the ball a rolling, or, more properly, the reel a spinning. Wonderful stories are told about the excellent creels of fish that have been taken.

The streams of San Mateo have been well attended to by the State Fish and Game Commission and hundreds of lively fingerlings have been planted during the past years. The following is a record of the plantings that have been made since 1912.

In 1912, there were planted 150,000 steelhead trout, 6000 eastern brook and 114,000 rainbow; in 1913, 117,000 steelhead and 48,000 rainbow; in 1914, 274,000 steelhead, 20,000 rainbow and 400 eastern brook; and in 1915, 400,000 steelhead and 80,000 rainbow trout—a total of 1,213,000 fish.

Added to this vast number, in normal years there is a heavy run of trout from the ocean that spawn naturally, so that even though the streams are heavily fished there should be an abundance of fish for everyone.

To many, the good things that are produced on the land at San Mateo are nothing when compared with those found in the waters of the Pacific Ocean. Every low tide brings scores of residents and



TROLLING IN HALFMOON BAY

visitors from San Francisco to the rocky reefs where the abalone grow; and those who have had the pleasure of eating abalone know what satisfaction it brings to gather a number of these excellent shell fish.

During certain times of the year when the smelt are spawning, they run close to shore and at such times are taken by the sack-full. Fresh smelt are deemed superior to trout by many and certainly are excellent. Salt water eel are found abundantly along the rocky shore.

Great big crabs that are not surpassed in flavor by any crab in the world are taken in enormous quantities along the shore.

Many other sea delicacies might be mentioned, for they are common in San Mateo, but let us offer you the invitation to come and be shown. San Mateo invites you.

In addition to the planting of thousands of fish in the county, the Fish and Game Commission has maintained a constant patrol to see that the game and fish laws are not violated. During the past four years there has been paid out for patrol service \$10596. There have been made 231 arrests, and a total of \$4120. imposed in fines. The total amount collected for hunting and angling licenses has amounted to approximately \$5955. It will be seen that when the cost of fish planting and the cost of patrol service are considered, that the expenditures by the Commission have been largely in excess of the money derived from the county. This is possible on account of the fact that the money collected for the licenses in San Francisco and other large cities can be used in the fields and streams where the hunters from San Francisco find their sport.

PART TWO
BIOGRAPHIES OF REPRESENTATIVE MEN



RESIDENCE, Wm. J. MULCAHY, ATHERTON

Crawford Photo

PART TWO

BIOGRAPHIES OF REPRESENTATIVE MEN

SAN MATEO COUNTY'S History with its exposition of contemporary local conditions, resources and advantages, would be incomplete without the following biographical sketches of pioneers and leading business and professional men. These supplement the history and add that intimate and personal touch, without which no work of this kind could be truly interesting.

In the following life stories may be found many of the most important events that have taken place in both early and contemporary county history.

A collection of biographies of this kind is always interesting; but their greatest value lies in the fact that they chronicle much that might otherwise be forgotten, thereby becoming of greater value as time goes on. They are arranged in no particular sequence, being printed on the following pages in the order in which they were obtained.

Frederick Ernest Beer

FREDERICK Ernest Beer, one of the proprietors of the San Mateo Garage, came to San Mateo in 1907, and with his partner, Mr. C. B. Morton, opened the San Mateo Garage and Machine Works. Since then the business has steadily grown, and today is one of the largest on the Peninsula.

Mr. Beer's early business training fitted him splendidly for the management of a garage. By profession he was a mechanical engineer and for six years he was connected with a firm which manufactured mine supplies. He traveled into all corners of the globe installing mining machinery. He was also engineer on various steamship lines running out of San Francisco and New York.

Mr. Beer has his share of civic pride, and every movement for the welfare of the community finds an enthusiastic supporter in him. At present Mr. Beer is Master of the San Mateo Masonic Lodge.

Frederick Ernest Beer was born in Charlottetown, Prince Edward Island Canada, on June 20, 1880. He has been in California fourteen years. Mr. Beer was married in San Francisco on May 23, 1903 and lives with his family at 335 Griffith Avenue.

Jesse Penton

TO Jesse Penton, landscape gardener of San Mateo, can be attributed the beauties of many of the pretentious estates for which the peninsula is famed. Mr. Penton has made San Mateo county his home for

the last forty-five years and during that time he has laid out and superintended the gardening of many of the county's show places.

Hundreds of the homes around San Mateo owe their floral embellishments to Mr. Penton, but the work for which he is best known was done on the estates of Harry Hastings, Mrs. Bothin, R. G. Hooker, Henry P. Bowie, and C. Frederick Kohl, the Kohl property being at that time in the possession of Alexander Austin.

In many of his early undertakings Mr. Penton was associated with John McLaren; and when Mr. McLaren left to take charge of Golden Gate Park, Mr. Penton carried on important work that he had started on the peninsula. Mr. Penton has had charge of the Cherry Canyon Water Company for years, and under his supervision its development took place and its large distributing system was built.

Mr. Penton was a member of the building committee of the Masonic Hall Association. He unselfishly surrendered a great part of his time and energy to this project.

Jesse Penton was born near Winchester, England on October 2, 1842. He left his home in 1872 and came directly to Millbrae to D. O. Mills' estate and has been a resident of San Mateo county ever since. At present he lives with his family in his own home, 124 Santa Inez. Mr. Penton was married at the Grace Church in New York on February 18, 1907. Mr. Penton is a Mason of high standing and was one of the charter members of the Order of the Eastern Star in San Mateo.

George E. Jones

THE same high standards which mark all departments of Burlingame's city government are found in the police department which has been built up to its present state of efficiency and usefulness by

George E. Jones who still retains the position he has held for many years as Chief of Police.

In this capacity Mr. Jones has done much for Burlingame. Being a man of lofty ideals he has kept the city free from anything that would cast



a single reflection on its moral status. He has had traffic rules enacted and directed the passage of vehicles through Burlingame in such a manner that this city boasts of one of the lowest rates of accidents of any city in the state. Mr. Jones and the capable officers under him have run down many daring criminals, and have recovered stolen goods whose value to their owners can hardly be estimated.

In addition to his activity in the police department, Mr. Jones has served the city in many other capacities. When the town was first incorporated he was appointed Health Officer and Superintendent of Streets by the first board of trustees.

The growth of Burlingame has multiplied many times since he first took office; and has now become

a city which has relieved him of these duties. He still retains the responsible position of License and Tax Collector, together with Chief of Police and Truant Officer for the Burlingame School District.

For his efficiency, honesty and ten years of faithful service, his friends awarded him a gold badge of his office.

George E. Jones was born in San Francisco on July 13, 1869. He received his early schooling in San Francisco, and later attended St. Matthew's Military Academy when it was located on Baldwin avenue in San Mateo, on the ground where the High School now stands.

After finishing school he entered business in San Francisco where he remained until ten years ago, when he moved to Burlingame. Mr. Jones is one of the leading members of the Burlingame Commercial Club and the Royal Arcanum. He resides with his family in his own home at 226 Myrtle Road.

Mrs. George C. Ross

THERE is not a resident of San Mateo County whose life history is more closely woven into the fabric of the chronology of this county than Mrs. Geo. C. Ross. Having lived here the best part of her life, she has the added distinction of being the second white child born in San Mateo—Mrs. Frank Miller, now a resident of Berkeley, being the first.

Possessed of sufficient wealth to live in any part of the world, San Mateo County has nevertheless always been her first choice.

When married, on December 24, 1877, in San Mateo, she went with her husband to Redwood City to live, but remained there only a short time. The Rosses next took up their residence upon a 60-acre park in Belmont, where a beautiful home was erected. They remained there for

twenty years; but during all this time Mrs. Ross cherished a desire to set up a permanent residence in San Mateo. This wish was fulfilled when the Rosses came to San Mateo in 1913 and built the home which they now occupy at 9th and Laurel Avenue. This is only a quarter of a mile from the place where Mrs. Ross was born.

It was at St. Matthews Church that Mrs. Ross was baptized when a child—as were her children and grand children in later years. Here also she was confirmed and has always attended church services.

Mrs. Ross was educated at the fashionable Laurel Hall School, many of whose graduates are among the peninsula's leading families.

Mr. Donald, her father, came to the county in 1851 and purchased a tract of land where the Parrott Estate is now located. Speaking Spanish fluently, Mr. Donald rapidly won the confidence of the Indians who could converse only with the white man in this tongue, and who at that time formed no inconsiderable portion of the population. His holdings ran from the Hayward place to Laurel Creek.

Living so long in the county, Mrs. Ross has been able to notice every interesting phase of its growth. Particularly noticeable has been the solving of the transportation problem for residents of the county—especially to San Francisco which in the early days meant a trip which consumed a day each way when one went upon a shopping tour.

Mrs. Ross has taken an active and prominent part in the club life of the peninsula being a member of the San Mateo Woman's Club, the Burlingame Woman's Club, life member of the Redwood City Woman's Club, an honorary member of the Board of the Auxilliary of the P. P. I. E., and a member of the Laurel Hall Club, whose membership list is made up of the graduates of Laurel Hall School

which Mrs. Ross attended when a girl.

Mr. George C. Ross has practiced law thirty-seven years in the county with headquarters in Redwood City. There are three sons; Dr. D. H. Ross, practicing in San Jose; Hall C. Ross and Lee T. Ross, both practicing law with their father in Redwood City.

Ernest L. Norberg

ARCHITECT Ernest L. Norberg and his associate, Architect Thos. M. Edwards, with offices in the Phelan Building, San Francisco, have through their branch office in the



Bank Building at Burlingame established a thriving clientele in this community. Judging from the number of public and private buildings already constructed from their designs and under their supervision, the future prominence of this firm is assured.

Mr. Norberg's early architectural training was obtained at Hopkins Art Institute, and later under the American Society of Beaux Arts. He was afterward associated with the most prominent architects of San

Francisco, including Willis Polk, whom he assisted in designing such magnificent structures as the new Hobart Building and the Templeton Crocker residence in Hillsborough.

Mr. Norberg is well known in Club circles, being a member of the San Mateo Elks, Peninsula Club, California Auto Association, the San Francisco Architects Club and was recently highly honored by being elected a Chapter Member of the American Institute of Architects. He has always taken active interest in public affairs and is at present a member of the Burlingame Park Commission. Mr. Norberg is a native of Omaha, Nebraska, but has resided in San Mateo County for the past nine years.

Mark E. Ryan

MARK E. Ryan, electrical contractor and proprietor of Ryan's Electrical Store in the Sequoia Hotel Bldg., Redwood City, arrived in that city seven years ago, after he had traveled in all parts of the United States. The climatic advantages and business opportunities quickly appealed to Mr. Ryan, and he decided to establish himself in business in Redwood City and make it his home.

Mr. Ryan has had a wide and varied experience in electrical work which he has followed since boyhood. After completing his education in New York City, he worked as a lineman in New York and large cities of the east. Since then he has been in charge of important work for large companies in all parts of the United States.

Mr. Ryan's electrical store is one of the thriving businesses of Redwood City and one of the most complete and best equipped shops of its kind on the peninsula. This firm has taken many large contracts for the electrical work in public buildings, industrial plants and country man-

sions; and the character of its work is known in all parts of the county.

Mark E. Ryan was born in New York City on February 15, 1884. He was married in San Mateo in 1909 to Miss Mary Britt, daughter of Mr. and Mrs. P. Britt, pioneer residents of San Mateo. He has three children, Mark E. Jr., Walter and Thomas. In addition to the Ryan Electrical Shop, Mr. Ryan has property interests in Redwood. He is at present City Electrician and Chief of the Fire Department in Redwood City. In fraternal circles Mr. Ryan is affiliated with the Masons, Woodmen of the World and the Odd Fellows.

William Henry Barg

FEW of the San Mateo county offices have a better reputation for efficiency than the office of County Recorder William Barg. His system, modern and up-to-date in every respect, is known through the bay regions as a model of its kind.

Mr. Barg is the son of one of Redwood's best known and highly respected citizens and is himself well known throughout the county.

When the Supervisors elected him to fill the vacancy caused by the resignation of Harold O. Heiner, Mr. Barg's agreeable personality, accommodating manners and ability to carry on the work of his office, soon made him one of San Mateo county's most popular officials.

William Henry Barg was born in Hollister, Cal., on September '17, 1882. He received his primary and preparatory education in the public schools of San Francisco. He completed his education at the Sacred Heart College.

Having specialized in accountancy and bookkeeping while in college, Mr. Barg followed this line of work after leaving school. He held many positions and was connected with many firms, gaining a wide ex-

perience in his chosen line of work. Mr. Barg had a responsible position with one of the largest firms on the coast, when he resigned to become County Recorder.

Mr. Barg is well known for his



interest in the "national game." Back in 1905-6-7-8 and 9 he was a familiar figure upon the local diamond. From 1908 to 1909 he managed the Redwood Team; and they used to have from 1200 to 1500 people at the games when San Mateo and Redwood City crossed bats.

Mr. Barg is a member of the Elks and the Native Sons.

Jean Perichon

MR. Perichon is the popular host at the Perichon House; and in the role of hotel keeper and genial host is probably one of the best known and well liked characters in the city of San Mateo as well as the entire county.

Mr. Perichon was born at Vichy, France, September 24, 1870, just a few months before the outbreak of the Franco-Prussian War of 1870-71. When a comparatively young man he

came to America where he has lived ever since during the last twenty-one years. His first years in this country were spent in New York City where he followed the occupation of hotel keeper with marked success and achieved an enviable reputation in his chosen calling.

After five years he decided to come to California; and it so happened that he came first to San Mateo where he has lived ever since.

Ten years ago Mr. Perichon was married to a lady of his own country, Miss Eugenie Rouquette. The couple have two children, Jeanne, aged three and Marguerite who is eight years old.

At the time of his marriage Mr. Perichon purchased the property upon which he built the attractive hotel which he is still running. The Perichon House was originally built with one dining room in the front, but this has since been added to and the dining room enlarged to accommodate the ever increasing patronage.

The Perichon House was the first structure erected upon the Taylor Addition which ran from the Wisconsin property to the county road and was surrounded by the Catholic Church, Red Cross Hospital, High School Gymnasium, High School and the Public Library. It seems hard to realize—so fast has the city grown—that at that time there was no road passing the hotel. Now the well paved street passing the Perichon House is only one of hundreds of miles of well paved roads that now gridiron the entire county.

Edward Buchmann

EDWARD Buchmann is one of San Mateo's oldest merchants, having been in business in that city for more than a score of years. He was founder of Buchmann's Hotel and the San Mateo Bakery, both of which have become old landmarks and have kept up with the pace of the times. For many years Mr. Buchmann was the

proprietor of a wholesale liquor store. In 1914 he bought out the San Mateo grocery and combined it with his liquor business. He now operates them both under the name of "E. Buchmann & Co., Wines and Groceries."

Mr. Buchmann has been a persistent good roads advocate. Long before the days of the automobile he fought for paved streets and good roads, declaring that the time would come when they would be the county's greatest asset. Now that he has seen his prediction fulfilled he is still interested in any new boulevard project. Mr. Buchmann is also an automobile enthusiast. No highway or byway within one hundred miles has escaped his notice.

In Mr. Buchmann the proposed municipal baths at San Mateo Beach have a staunch supporter. This has been a pet scheme of his for many years and he says he expects to see it become a reality just as he realized his dream of good roads.

Mr. Buchmann was born in Alsace on October 12, 1864, when that province was a part of France. He left his native land for America thirty-one years later. Mr. Buchmann is a member of the Masons and the Elks lodges.

James V. Swift

JAMES Vincent Swift, postmaster of Redwood City and editor and proprietor of the Redwood City Democrat, is one of the county's best known and respected citizens. Born in January 1862 at West Union, a few miles from Redwood, Mr. Swift has lived and wrought his career in San Mateo County.

After receiving his early education in the Redwood schools Mr. Swift entered the printing office of the Times-Gazette at the early age of seventeen. He soon mastered the mechanical and editorial ends of the paper and in 1898 he had advanced

sufficiently to buy a half interest in the Democrat. In 1902 this paper became his sole property and has so remained. Mr. Swift has succeeded well in his ambition to make his paper one of the most progressive and enterprising in the county; and no move for civic betterment or the public good has failed to find a staunch supporter in Mr. Swift and his paper.



Mr. Swift's deep interest in Redwood's progress has caused him to serve four terms as city assessor, three terms as city trustee and five terms as trustee of the Redwood school district. Although San Mateo was recognized as a strong republican county, Mr. Swift has worked untiringly and fearlessly for the democratic party. As a fitting tribute to his party loyalty came Mr. Swift's appointment as postmaster this year. No appointment to public office ever received more genuine approval.

Mr. Swift has been married and has a son, Arthur and a daughter, Eileen (Mrs. J. J. McCormick). Arthur is head of the mechanical department of the Democrat, the editorial being in charge of Mr. James

Hedge, since Mr. Swift took over the duties of postmaster. Mr. Swift belongs to the Native Sons, and the Eagles.

John E. Casey

Mr. Casey was born in the county where he has spent both his activities in business and public life.

He was born on January 10, 1861 in San Mateo and grew up on his father's ranch of 327 acres which was located just six miles out of town. About sixteen years ago this ranch was sold by Michael Casey, his father, to the Spring Valley Water Company at a fraction of the amount that the land would command at the present time.

Mr. John E. Casey has successfully turned his talents to two totally different pursuits, dairying and contracting. For thirteen years he had charge of the Palace Hotel Dairy with headquarters in San Francisco. When it was proposed to move the dairy over to Mill Valley, Mr. Casey who did not believe this was practical, refused to manage the business any longer under those circumstances. As a result, the Palace Hotel Company gave up this plan and have thereafter bought their milk, rather than assume the responsibility of running a dairy without Mr. Casey's assistance.

Mr. Casey then went into the contracting business, devoting his energies to street paving. He has done a great deal of work on the State Highway as well as such private contracts as the picturesque De Sabla driveway and the roads and drives upon the Parrott Estate.

Besides his private business interests, Mr. Casey found time to serve the city both as town trustee and as school trustee. This was five years ago, and he has since been asked to run again for school trustee, but refused as he desired to devote all his time to his rapidly increasing business interests.

On January 6, 1886, Mr. Casey was married in San Mateo to Miss Anne Josephine Coleman, of the well known Coleman family. Mr. Casey has a son, Harold and a daughter Irene. Mr. Harold Casey is in the motor truck business and contracting business for himself, with headquarters in the Coleman Building, San Mateo.

E. C. Cottier

EUGENE Charlie Cottier who owns a plumbing and tinning establishment at No. 37 B Street, San Mateo, is a man who did not learn his trade "from the ground up" but "from the box up." He was just a youngster in short pants when he first took up the solder irons, and in order to work on the high bench he had to stand on a soap box. This old shop in Minneapolis where he learned his primary lessons in the trade, still stands; and Mr. Cottier is still known to the old hands there as the man who learned his trade "from the box up."

The thoroughness with which Mr. Cottier learned his profession is exemplified in his establishment which is one of the most modern and complete in the State. He put in the plumbing in many of the large country places. One of the branches of his establishment is an extensive wholesale department.

The pursuit of his chosen profession has taken Mr. Cottier to five different cities since leaving his home in Minnesota twenty-eight years ago. He established himself in Sacramento then sold out and started business in San Francisco. Believing that greater opportunities awaited him in Paso Robles he went there and started a plumbing and hardware store. After devoting several years to this business he disposed of it, to again return to San Francisco.

It was here that reverses overtook him, and he came to San Mateo pen-

iless to start anew. Although a total stranger, Mr. Cottier gradually built up a business which although only ten years old, is one of the largest on the peninsula.

Eugene Charlie Cottier was born in Owatonna, Minnesota, on Septem-



ber 10, 1868. His father was a tailor. He spent his boyhood days there and was married in 1885. Since becoming proprietor of a successful plumbing establishment, Mr. Cottier has done considerable traveling. With his wife and son, John Eugene Cottier, who is ten years old, he has made three trips to Europe and has toured the United States. Mr. Cottier and his family live at 522 South E Street, San Mateo.

Erik O. Lindblom

NO fiction story teems more with interest than the biography of Erik O. Lindblom, millionaire mine owner, capitalist and banker. From the time he left his home in Sweden at the tender age of seventeen until he uncovered untold riches in the frozen gravel of Alaska, his life has

been one of adventure with hardship and good fortune intermingling.

Mr. Lindblom's father was a wealthy and highly respected land owner and school master in Sweden. Misfortune dealt him a severe blow when by going bondsman for a relative, a large dam which he signed the bond for was washed out, dissipating the fortune he had spent a lifetime accumulating.

Although Erik Lindblom was only seventeen, he set out into the world to recover the family's lost wealth. Born and reared in the iron and copper region he had a fundamental knowledge of mining; and his quest for precious metals took him to Russia, Germany, France, England and finally back to his native land. He had met with fair success, but believing greater treasures lay hidden in the mountains of this continent he came to America in 1886 and engaged in mining in Colorado, Idaho and Montana.

In 1898 Mr. Lindblom went to Alaska and suffered hardships of the Frozen North for months. Sleeping bags were the only beds he knew, and twice he found himself on the verge of death from starvation when he ran out of provisions. At various times he fell through the ice which wind and tide keeps in almost constant motion in the Behring Sea and the Alaskan rivers. It was only his skill as a swimmer that saved him from being sucked down into the icy flow.

Late that winter coming as a reward to his toil and hardship Mr. Lindblom uncovered the first gold found in Nome, Alaska, and founded the extensive mining interests there which have produced more than fourteen million dollars worth of gold. Since then Mr. Lindblom has divided his time between San Francisco and Alaska, making annual trips north.

Besides his mine holdings Mr. Lindblom has extensive interests in Canada, Washington, California and Mexico. He is a large stockholder in

some banks, water companies and steamships, and is the sole owner of the Parral Electric Light, Telephone and Water Co., at Parral, Mexico, as well as mines in California and Mexico.

Mr. Lindblom has many important fraternal affiliations. He holds a life membership in many orders. Among them are the Order of the Eastern Star, The Masons, the Elks, the Odd Fellows, the Woodman of the World, Knight Templars, Olympic Club, Artic Club of Seattle, the Swedish Club of San Francisco and Seattle, the San Francisco Press Club, the Artic Brothers and Pioneers of Alaska.

Last year he was appointed Commissioner to the Exposition by King Gustav of Sweden, and later was knighted by that monarch, being presented with the Royal Order of Vassa of the first degree.

Mr. Lindblom was born in Dalar-na, Sweden on June 27, 1857.

Roy Donald Mullenhour

ROY Donald Mullenhour, proprietor and manager of the San Mateo Motor Car Co., of San Mateo, is making the study of automobiles and mechanics his life work. Mr. Mullenhour received his first training in the bicycle and novelty shop of his father in a small Ohio town. He showed such skill and natural aptness at this sort of work that it was quickly decided he should follow it throughout his career.

Mr. Mullenhour became an expert in repairing bicycles but when automobiles came into use he branched out into this more promising field as it developed from the old "one-lungers" to the latest and most perfected type of car.

Coming to California six years ago, Mr. Mullenhour found little trouble in establishing himself here. He went to work for the San Mateo Garage and soon became foreman of

the repair department. He then went to the Andrew Smith Garage where he acted in a similar capacity. His success was so pronounced that Mr. Mullenhour decided to profit from the fruits of his labor and go into business for himself. The result of this determination is the San Mateo Motor Car Co., on Second Avenue. This big concrete garage with 7000 feet of floor space is one of the largest and most up-to-date on the peninsula. It was only recently that the Peninsula Rapid Transit Company appreciating the advantages of this place decided to house and repair its big busses there in preference to building its own garage.

Roy Donald Mullenhour was born in Lima, Ohio, on August 1, 1887. He was married at Covington, Kentucky, on June 10, 1905 and has two children who attend the San Mateo schools, Roy Donald, Jr., and Helen Margaret.

Stephen Edward Throwell

STEPHEN Edward Throwell is one of San Mateo county's citizens who testifies to his loyalty by having lived here from the time of his birth. Born here 45 years ago Mr. Throwell has turned a deaf ear to flattering offers to leave his native home, and preferred to stake his lot with this community.

Mr. Throwell is one of Lomita Park's energetic residents. When this district was covered with large ranches, and the few residents were the inhabitants of the houses on those large undivided tracts, Mr. Throwell saw a future in the present Lomita Park where the man of moderate means could enjoy all the charms of country life. The doubled tracks of the Southern Pacific, the electric cars from San Francisco, and the paved highway are all predictions Mr. Throwell made for Lomita Park years ago.

In addition to the interest taken by Mr. Throwell in all the civic and

public movements in the last twenty years, he has served the people in several capacities. He is a member of the Board of Health of the city of San Mateo, a member of the Board of Trustees of the Millbrae district and sanitary inspector of the cities of Burlingame and San Mateo. In this office he has installed a system of sanitary inspection that is unrivaled in any small community.

Stephen Edward Throwell was born in San Mateo County. In addition to being manager of the Lomita Park Water Works, he is engaged in a general real estate and insurance business. Mr. Throwell is a member of San Mateo lodge, No. 1112, B. P. O. Elks.

Major Bert Johnson

FOR its advancement in the last three years San Mateo county owes no more to any one citizen than Major Bert Johnson of Montara, president of the San Mateo County Development Association and chairman of the advisory road commission. In an unparalleled spirit of county loyalty Mr. Johnson has relegated his important personal interests into the background to devote practically all his time and energy to the momentous civic tasks that have been thrust on his shoulders.

When Mr. Johnson accepted the presidency of the San Mateo County Development Association two years ago, he said he would make it a banner year. So great were the fruits of his efforts that some of the county's most influential men urged him to accept the presidency for one more year that he might carry to completion the great undertakings that he had started. Again his spirit of loyalty overcame his personal duties, and he consented to surrender one more year of time and vim to the county.

During this time Mr. Johnson has represented the county at conven-

tions of civic bodies at San Francisco and different parts of the state. He has become a national authority on highways and development work, and has directed the vast undertakings of the Development Associations. As chairman of the advisory roads commission he carefully watched the expenditure of the \$1,250,000 bond issue for good roads in the county.

What time Mr. Johnson allows himself to devote to personal interests finds him secretary and manager for large real estate projects at Montara on the coastside, manager of big land and cattle companies in Mexico and associated with business projects throughout the state.

Major Bert Johnson was born in Iowa in 1874. He has lived in San Mateo county for eight years. Sixteen years ago he was married in San Francisco. Mr. Johnson is a Mason and a member of the Sequoia Club of San Francisco.

Charles E. Hart

LET'S go to Hart's Theatre to-night."

The writer took out his pencil and paper and started to figure out just how many times San Mateans said these magic words each evening after supper as they were planning the evening's amusement. How many times do they say this each month—and how many hundreds of thousand times a year?

Mr. Hart is known as the owner and manager of Hart's Theatre located in the heart of town on B Street, and has earned the reputation of being a sterling business man who has made most of his money right here in San Mateo—and is spending it right here where he has earned it.

Mr. Charles E. Hart was born in London on Dec. 15, 1869, and took up his residence in the United States eighteen years ago, having been a resident of California only eight

years, seven of which he has spent in San Mateo.

The foundation of Mr. Hart's prosperity was laid in following his chosen vocation—music. He made considerable money as musical director of several comic opera companies in New York, composing many of the most successful productions himself. Many of his early compositions are still on the market.

Mr. Hart started in the moving picture line in San Mateo with a small theatre, and when the Elks built their home here, he leased the first floor for a moving picture and vaudeville theatre which proved a great success. From this investment he built Hart's Theatre, a thoroughly up-to-date playhouse at a cost of \$20,000, equipping it only a short time ago with a pipe organ that cost \$6,000. It is an admitted fact that there is not a town on the Pacific coast the size of San Mateo that can boast of a more popular playhouse.

Mr. Hart received a thorough musical education in conservatories of the highest order in the old country, where he was organist in various Catholic Churches. Besides his duties as manager of the theatre, Mr. Hart is director and manager of an up-to-date and complete orchestra which supplies the different clubs and homes of this part of the peninsula with music for entertainments as well as the society circles of Burlingame and Hillsborough.

Has Mr. Hart a "hobby"? Yes, he certainly has—and when you ask him this question his eyes brighten, and he will inform you that his "hobby" is music, as he derives most of his pleasure in life from this source. He was married in New York City in 1898. Mrs. Hart, who is a native daughter of this state, born in San Francisco, is also a talented musician having been educated in San Francisco and New York, after which she appeared in several high-class productions as prima donna, as well as in concert work.

Since the Harts have located in San Mateo, she has appeared several times in local concerts and answered frequent calls for professional work in San Francisco.

Mr. and Mrs. Hart are firm believers in every phase of home production—that loyal San Mateans should patronize local merchants and thereby help build up the locality in which they live.

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Mr. Hart's sudden death last February, just a short time before this volume went to press, came as a great shock to his family and hosts of friends in San Mateo County.

Mrs. E. S. Hunt

MR. and Mrs. Hunt are one of San Mateo's pioneer families and on Mrs. Hunt's side come from a family of pioneers. Mr. and Mrs. Hunt originally settled in the immediate neighborhood of their present home, 317 Ellsworth avenue, at a time when there were only two or three neighbors within calling distance. They bought their home direct from the Howards who at that time practically owned the entire city of San Mateo. Two picturesque log cabins were erected on their lots, one of which they occupied themselves. One of these cabins was burned down not so long ago, but another was soon erected in its place. These cabins stand today as one of the show places of San Mateo, simple yet artistic and inviting from the outside. The interior of Mrs. Hunt's cabin is the very picture of an ideal home with its dainty furniture, wide tiled fireplace and beautiful fixtures. The grounds surrounding it are laid out in harmonious detail and fenced in by a low wall of rustic redwood boards.

Mr. and Mrs. Hunt were married in the east on October 21, 1868 on a farm near Trenton, New Jersey, and soon after this came out to California

and settled in San Mateo where they have been living for the last twenty-five years, with the exception of a short period spent in San Francisco and Stockton.

Mr. Hunt was a successful dry goods merchant and dealt largely also in wholesale millinery. He has now retired from active business and is living comfortably off the proceeds of the money he made in his earlier and more active years.

Mrs. Hunt comes from a family noted for their longevity, springing from the Philadelphia Biddles, her grandmother being a Biddle. Both her mother and father lived to a ripe old age and passed the last years of their lives close to their daughter; both died under her roof.

No couple in San Mateo have a larger number of loving friends than Mr. and Mrs. Hunt, as their circle of acquaintances embraces not only those who are numbered among the early settlers of the town, but large numbers who have built their homes in San Mateo in the later years.

Mrs. Hunt belongs to the Laurel Chapter of the Eastern Star; and Mr. Hunt is a member of the Knights of Pythias which he joined in 1877 in Stockton, affiliating himself with Centennial No. 138.

Dr. William C. McLean

IT is safe to say that it would be hard to find any city or county official in San Mateo County whose duties keep him busier than do those of Dr. William C. McLean, Health Officer and Dairy Veterinarian for the city of San Mateo.

Dr. McLean was born in Palo Alto and came to San Mateo when a boy. Since then, up to the present time he has resided in the county almost continuously. He began his education in his chosen profession, in the Veterinarian Department of the University of California which was located at Post and Fillmore Streets, San Francisco. When the University

discontinued this department, he completed his course at the San Francisco Veterinary College.

His first important public appointment was Veterinary Inspector for the federal government during 1906-07 when his office was located in San Francisco. Dr. McLean's next appointment was for the office which he now holds, undertaking this work two years ago. Accomplishment has always been the keynote to Dr. McLean's public stewardship. Instead of being content to follow his work in the beaten path, Dr. McLean has systematized his work along original lines so that he has been able to accomplish daily an almost amazing amount of work.

The passage or ordinance No. 175 on December 8, 1913, was accomplished by Dr. McLean's efforts; and is a piece of legislation that reflects great credit upon the city government of San Mateo. It provides for the inspection of meat and meat products, and prevents the sale of that which is not up to high standard, providing for its condemnation and destruction.

Dr. McLean is a member of the San Mateo Odd Fellows, No. 265. He maintains headquarters at the Wisnom Hotel.

W. L. Glascock

MR. Glascock is principal of the San Mateo Union School. This short statement is perhaps the most interesting fact in Mr. Glascock's life; and is the keynote to his chosen vocation,—education.

He was born in Indiana, and has been a resident of California for a period of seventeen years, four of which have been spent in San Mateo with the school department of that city.

Mr. Glascock graduated from the University of Indiana, in Bloomington, with the degree of A. B., hav-

ing worked his way through that college.

His next move was to come out to California and take up post graduate work at Stanford University, where he graduated with his master's degree in 1906.

Mr. Glascock is president of the California Scholastic Federation; Secretary of the California Teachers' Association and a member of the California Teachers' Council. He belongs to the San Mateo Lodge No. 226 of the F. & A. Masons; B. P. O. E. No. 1112 and the Sigma Chi fraternity at Indiana, Lambda Chapter, and the Alpha Omega Chapter of this fraternity at Stanford.

W. F. Turnbull

MR. W. F. Turnbull occupies a place of undisputed prominence in the history of San Mateo County, not only because of his present position as Superintendent of the San Mateo Water Company, but by virtue of his successful enterprises in the lumber business—undertaken recently, as well as his achievements in the field of landscape gardening.

To tell the story of Mr. Turnbull's life aright, it is necessary to start from the first chapter of his life which opens in the month of March in 1847, when he was born in the town of Alva, Scotland.

His first business experience was in the tweed wool manufacturing industry in the Old Country where he learned the wool trade thoroughly—from the "sheep's back to the finished cloth." While still in the Old Country he took up gardening, serving his apprenticeship at Tulliallan Castle and it was this profession that he followed when he came to America in 1870, and to California in 1874 and got his start.

Mr. Turnbull assumed full charge of the buildings and the gardening work of the W. H. Howard place from 1887 to 1897, being retained when

Charles Crocker bought this estate, and remaining there until 1907.

In 1903 Mr. Turnbull entered the lumber business with the Jas. Wisnom Lumber Company and became a silent partner from 1903 to 1906. He continued as a member of the firm when it was succeeded by the Loop-Wisnom Lumber Company. Then he became identified with the San Mateo Water Company of which the Peninsula Water Company is the successor. This company of which he is the superintendent is a sound financial success. It draws its supply from local wells and a riparian right with the Spring Valley Company which entitles it to 30,000 gallons of water daily. Mr. Turnbull controls a large interest in this company.

Mr. Turnbull believes in taking an active part in public life, as his serving on the Board of School Trustees, readily shows; he still nevertheless does not care for politics as he considers it a rather expensive profession to follow.

He is a member of the San Mateo Elks Club and of the Masonic Order, Royal Arch Chapter F. & A. M., of San Mateo.

Mrs. Mary J. Linsay

TO help our fellow travelers as we meet them along the highway of life is commendable, but there is one way of doing good that far surpasses this—and that is to “help people help themselves.”

Mrs. Mary J. Linsay makes this a business, helping people help themselves—and we are informed that it is a paying business. In short Mrs. Linsay operates a busy and successful employment agency in San Mateo at 338 Minnie Street within only a few doors of her home.

Coming out to California with her father twenty-five years ago to settle in San Mateo she can justly lay claim to the distinction of being one of the pioneer residents of this city.

John Cook, her father achieved a successful career as a landscape gardener, having laid out the D. O. Mills home at Millbrae, and some other fine residences at Piedmont, California.

In August 6, 1901 her marriage to Thomas Linsay took place in San Mateo. From the very start the couple prospered so that in a few years they were able to purchase considerable San Mateo real estate. Unfortunately Mr. Linsay did not live to enjoy the fruits of his labor but passed on but a few years ago leaving his estate to his widow. This includes the home at 324 Minnie St. together with considerable other real property.

Mrs. Linsay takes an active interest in public matters as well as social and fraternal affairs. Whenever elections are called on important civil matters, she always answers the call of the poles. A charter member of the Eastern Star, Laurel Chapter 186; and also of the Rebekahs, having once been their District Deputy, Mrs. Linsay feels that she has done—and is now doing her full duty in these channels of fraternal endeavor. In both these lodges she occupied every chair and rose as high as was possible.

Mrs. Linsay did not enter the Employment business; on the contrary, it came to her—gradually at first, when her friends sent her business. “Go to Mrs. Linsay, she will find you a position” they would say to anyone who was looking for work or help. The business proved to be pleasant work, and so, although she was amply well provided for, she decided to continue in this work, simply because she liked it and realized that in this field there are unlimited opportunities for well-doing. Many the girl she has not only found a position for but taken into her home and cared for her as a guest until a position could be found for her.

Clarence S. Crary

MR. Clarence S. Crary is not only a banker, but has in the comparatively few years of his business career, earned the title of "Builder of Banks." Mr. Crary is the Cashier of the Bank of Burlingame, and resides in Burlingame, where he is prominently identified with the business and social life of that city, being the Treasurer of the Burlingame Commercial Club and the Treasurer of the Merchants' Association of San Mateo and Burlingame. He is also a member of the San Mateo lodge of Elks, and a member of the Delta Tau Delta Fraternity at Stanford University, where he graduated with the class of 1903.

Mr. Crary was born in Boone, Iowa March 30, 1879 and attended preparatory school at Grinnell, Iowa, where he went to Grinnell College prior to entering Stanford University, California. Upon graduation, he accepted a position with the St. Francis Hotel as Assistant Clerk.

Shortly before the San Francisco fire he left the hotel to enter the real estate business where he was associated with Bovee Toy & Co., San Francisco.

His first step in the banking business came after this. From 1906 to 1908 he was cashier of the Mayfield bank. From there he went to the Merchants National Bank of San Francisco where he remained a year in the capacity of Assistant Cashier of their Fillmore Street Branch, and was promoted to receiving teller of the main bank on Market Street.

About this time, Clinton E. Worden of the First National Bank of San Francisco was establishing banks in and about the oil fields, and sought out Mr. Crary to assist him in this work. This string of banks included Maricopa, Taft, Wasco, Bakersfield and Richmond, California. During this period Mr. Crary erected two bank buildings in the oil fields.

In addition to assisting in the or-

ganization of these banks, Mr. Crary occupied the position of Assistant Cashier of the First National Bank of Maricopa. Later he assisted in the organization of the First National Bank of Taft of which he was cashier. From Taft he came to assume the position he now holds with the Bank of Burlingame, of which he is a large stockholder. During the time he has been with this local bank, which is practically three years, the bank's business has just doubled in volume. Mr. Crary's brother, Chas. J. Crary is also in the banking business, being Vice-President of the First National Bank of Richmond, California.

Mrs. E. O. Lindblom

MRS. Lindblom has achieved a notable success in her chosen field of endeavor—the motion picture world, not only as a producer but as an actress of exceptional ability. Although very wealthy in her own name, and with the millions of her husband behind her to draw upon, Mrs. Lindblom has chosen to work—and work hard—for the motion picture business is, as everybody knows, one of the most exacting in the world. The hours are long and the work is strenuous.

This is especially true in the case of Mrs. Lindblom, who not only plays the leading parts in her productions but carries upon her shoulders the entire responsibility and all the worries of her producing organizations, the Liberty and the Banner Film Companies.

Mrs. Lindblom was born in Oakland on September 29, 1890 where she attended Miss Horton's school. Upon graduation she traveled extensively. When sojourning in Alaska she met and later married Mr. Lindblom at San Francisco. In 1914 she decided upon her return to San Mateo where the Lindbloms established their residence, to devote all of her time to motion picture work. In

July of that year the studio was built, and the Liberty Film Company was launched, followed in a short period by the Banner Film Company which latter was for the production of one and two reel comedies. Mrs. Lindblom is president of both companies and owns a controlling interest in both.

One of the greatest difficulties that confronted Mrs. Lindblom was finding efficient, loyal workers; and it is a fact that only three of the original staff still remain, while a corps of exceptionally efficient actors has been gathered; so that now, no more fully equipped and organized companies can be found upon the Pacific Coast than the Liberty and the Banner companies. The studios are very compact and complete in every detail, including three stages, a property room, garage, laboratory, carpenter shop, and a room for the projection of their own pictures before they are placed upon the market. There is also a complete scenario department, although it is the policy of the companies to purchase scenarios that have real merit and can be used to advantage.

Mrs. Lindblom selected San Mateo for her studios because of its splendid scenery, good climate and congenial people who, in an admirable spirit of local patriotism, have almost invariably allowed the use of their premises for the production of the companies' various scenes.

Mrs. Lindblom selected Mr. Anderson to assume the responsibility of managing both her companies. He also acts as secretary and manager. Mr. R. H. Mauser is the producing director and part owner of the Banner Company and is perhaps better known as "Bill Stinger" the editor of a witty little magazine called "Stung."

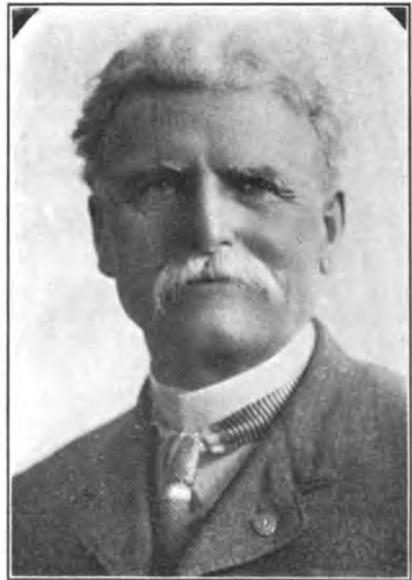
Mrs. Lindblom has a home at 28 Presidio Terrace, San Francisco. She is a member in that city to the Rebekahs and the Eastern Star as well as an active working member of the

Theosophical Society. She is deeply interested in all things occult and has done some interesting original work along these lines, although her greatest claim to public recognition is in the moving picture world. It is in this latter field that her future greatest efforts will be staged, in the production of some big ideas that she is quietly working out, to be developed in the near future.

Some of Sadie Lindblom's productions—for this is her stage name—are "The Crumpled Letter," "The Plaid Coat," "The Movie Nut," "Love Finds a Way," and many others.

Ebenezer E. Cunningham

EBENEZER E. Cunningham was born April 6, 1839 in Marion County, Missouri. He received his education in the public schools of Iowa. At the age of 18 years he em-



igrated to the Territory of Nebraska. He enlisted in the Civil War and served as 2nd Duty Sergeant in Co. C, 2nd Nebraska Cavalry and in the 48th Missouri Infantry as 1st Lieutenant of Co. K. In 1868 Mr. Cunningham was elected to the Nebras-

ka State Senate from the first district (Richardson County) and reelected in 1870, was elected President of the State Senate and presided at the impeachment trial of Governor David Butler, session of 1870 and 1871.

In March 1871 was appointed U. S. Surveyor General for Nebraska and Iowa, which position he held until the spring of 1876 when he resigned to take up the work of U. S. Surveys in the field. Judge Cunningham followed mining for 15 years and in 1886 came to San Francisco. In 1892 he removed to South San Francisco, and in April of that year was appointed postmaster, a position he has held continuously to the present time. For fourteen years he was also Justice of the Peace for the First Township of San Mateo County, which latter office he gave up when the post office was raised to the third class.

Clarence M. Doxsee

THE abstract of title business is one of the most important lines of activity in Redwood City, county seat of San Mateo County, and many of Redwood's most reputable residents are engaged in this work. Standing out among them is Clarence M. Doxsee, manager of the George H. Rice Abstract Company, who has directed this pioneer firm for the last ten years.

Mr. Doxsee came to California from Iowa where he had considerable experience in abstract work and since then he has been associated with the George H. Rice Abstract Company. Under his competent management this firm which was started forty years ago and which was the only business of its kind in Redwood City for twenty-five years, has been able to maintain its high rank and standard. Nearly every large tract of property in the county has been abstracted by this firm.

Mr. Doxsee is a close student of horticulture and is an authority on this subject. Besides the abstract

business he has diversified interests throughout the county.

Clarence M. Doxsee was born in Medina County, Ohio on July 30, 1861. He received his primary education in the state of Iowa. Later he entered the Iowa State College, graduating from that institution with the class of '83. Mr. Doxsee was married to Mary H. Ingham at Algona, Iowa, where he had a flourishing abstract business. Since his residence in Redwood City Mr. Doxsee has been a member of the Congregational Church of that city.

P. J. Cochran

P. J. COCHRAN, a modest, unassuming San Mateo blacksmith, has the distinction of having shod more record breaking horses than any man living. In the days when racing flourished, horses were brought from far and wide to Cochran's shop as the owner of every fast string of ponies had heard of Cochran as the originator of the famous Palo Alto shoe.

Among Cochran's prized possessions is a cabinet of horses' shoes. They are shoes that were worn by kings and queens of the turf. Among them are names familiar to every follower of the turf. There are such record holders as Sunol, Palo Alto, Arion, Bell Bird, Azote, Abdell and Stamboul, every one of which is a record holder and everyone made its record while shod with Cochran's shoes.

In the gala days of Governor Stanford's famous Palo Alto stock farm, Cochran was the shoer, and no one but Cochran was ever allowed to put a shoe on any of Stanford's fleet horses. Cochran knew every horse on the farm like a book and by designing special shoes for every horse he lowered their records many seconds.

In 1895 Monroe Salisbury took Cochran east to shoe his string of fast ones, among them were Alex,

2.03¾ and Azote whose best record had been 2.07. Cochran made a long study of the horses' needs and a few months later he had put shoes on them that enabled them to set a new world's mare and gelding record of 2.01¼ and 2.04¾.

P. J. Cochran was born fifty years ago, California being his native state. He has lived in San Mateo for the last twenty years. He learned his trade when a small boy and has followed it ever since. Prominent in fraternal circles Mr. Cochran belongs to several orders. He is a Mason, a Native Son and an Odd Fellow.

Roy W. Cloud

AS head of the San Mateo County school system, Roy W. Cloud, Superintendent of schools, is known in almost every household in the



county, and he is known to be fully competent and capable to discharge the responsibility that falls upon one in charge of the county's future citizens.

This is Mr. Cloud's ninth year of office, having been elected for a third term in 1914. During his incumben-

cy the San Mateo County schools have expanded to one of the finest systems in the state with a teaching corps and a set of buildings that should be a pride to every San Mateo County citizen.

Roy W. Cloud was born at Crystal Springs, San Mateo County, August 24, 1876 and received the first part of his education in the schools of this county, completing his preparatory work at the Sequoia Union High School. He graduated from Stanford University with an A. B. degree. Before becoming County Superintendent of Schools Mr. Cloud had considerable experience in educational lines. He was principal of the school at Bodie, Cal., and before taking his degree at Stanford he taught in Redwood City schools.

Mr. Cloud comes from a well known San Mateo family, his mother having come to the county in 1856 and his father, Joseph James Cloud, having been County Surveyor for sixteen years. He resides in Redwood City with his family, and his nine-year-old son Noble attends the Redwood schools.

Mr. Cloud has prominent fraternal affiliations. He is Past Master of Redwood City Lodge No 168 F. & A. M., Past Patron of Sequoia Chapter No. 203, Order of the Eastern Star and is a member of the Foresters, the Sons of the American Revolution and the California Schoolmasters' Club.

Jesse O. Snyder

IN charge of the great plant of the Western Meat Company at South San Francisco which employs hundreds of men and turns out thousands of dollars worth of products monthly, is Jesse O. Snyder, a resident of South San Francisco for the past twenty years or more and one of its leading boosters.

Mr. Snyder is a native of Pennsylvania and it was in Chicago that he gained his fundamental knowledge

of the packing business. Before coming west he was with Swift & Co. He worked himself up to a responsible position with these interests who sent him out to take charge of the plant of the Western Meat Co.

As general Superintendent of the Western Meat Company Mr. Snyder holds one of the most important positions in the industrial life of San Mateo County. The great institution which he superintends on the bay front is the largest packing plant on the whole Pacific coast.

Besides his work with the Western Meat Company Mr. Snyder is well known for his interest in the affairs of South San Francisco and his part in its development. He is a member of the Chamber of Commerce and a director of the Bank of South San Francisco which has been the city's most progressive influence.

Jesse O. Snyder was born in Alexander, Pa., in the month of February, 1876. He spent nearly all his life before coming to California twenty-one years ago, in Chicago following different branches of the packing business. Mr. Snyder was married seventeen years ago at Coyote, Cal., and lives with his family in South San Francisco. He belongs to the Masons and the Elks.

The San Mateo County News

THE San Mateo County News, the only daily newspaper in San Mateo County, is published in the city of San Mateo every afternoon except Sundays and holidays and was founded by A. P. Bellisle and J. D. Bromfield in the year 1914, its first number appearing on the 5th of January. It is the county publication in the sense that its influence and scope of action extend throughout the entire district from South San Francisco and Daly City on the north to Menlo Park and Pescadero on the south, which demonstrates its prestige all over the county.

Preeminently, San Mateo County is a district of homes and for many years a real need had been felt for a daily newspaper that would publish the news of the county in a prompt efficient and unbiased manner. The foundation of the San Mateo County News responded to the necessities of this epoch in the peninsula's development which were clearly understood by Messrs. Bromfield and Bellisle, who thus endowed the County of San Mateo with an independent newspaper, free from political influences of the various factions whose frequent struggles had agitated the county.

On November 1, 1913, the two young men who later were to establish the county's first daily paper, took over the San Mateo Leader from Charles M. Morse. Prior to that time A. P. Bellisle had been associated with Mr. Morse in the publication of the Leader and J. D. Bromfield had been connected with the San Francisco Morning Call for about five years. Two months after assuming control of the San Mateo Leader, Messrs. Bellisle and Bromfield announced through the columns of their weekly paper their determination to establish the county's first daily. In less than two days, over six hundred subscribers had been secured.

Despite the enthusiastic reception accorded the new paper by the public, some doubts were expressed as to the success of the enterprise. A few pessimists and a number of envious contemporaries voiced the opinion that the News would cease publication before the expiration of three months. Hearing these generous expressions about the "foolhardy" young editors, many persons declined to invest more than forty cents at a time for subscriptions because of a fear that they might lose their money.

In the face of these dark predictions, however, The News thrived and

prospered. Independence, respect to the private citizen, the judicious attack on public officials, and not against the individual personally, have formed the doctrine of The News from the beginning. Truth, honesty; that was the starting point. Liberty, progress and development are the only ends which the paper has pursued.

Such complete liberty of judgment and action, far from implying a lack of definite issue or clear perspective, were indispensable to form a basis of the program which the San Mateo County News outlined from the beginning and which it has maintained up to the present, and will continue in the future.

The News has now entered upon its third year and is steadily gaining in the confidence and esteem of the communities which it serves. Its efficiency and independence in giving the news has caused it to grow rapidly and steadily until it now has nearly 10,000 daily readers. This large and growing circulation has won for it the patronage, and not the sympathetic support of the advertising merchants. It can be truthfully said of the News that it has never solicited advertising except on the basis of giving value received. In this respect it differs from the ordinary country newspaper.

There is a popular demand for The News in all parts of the peninsula and today it holds first place in the journalistic field of the county and still has the distinction of being the only daily newspaper in a county of 35,000 population.

The News Publishing Company, which not only publishes the San Mateo County News and the San Mateo Leader, but does a large printing business as well, has twenty regular employees on its pay roll and has become one of the leading business enterprises of the county.

The San Mateo Leader, companion publication of The News, is the

oldest established weekly in San Mateo, having been founded in 1889. The Leader, which is made up of the best local news selected from the daily, is without doubt the most newsy weekly paper in the county and is invaluable to those who can not avail themselves of the daily service of The News. The Leader is conducted with the same independent policy that characterizes the daily paper.

The News has correspondents in all centers of population throughout the county, however small they may be, and the public in general aids materially in facilitating the work of gathering the news of the county by communicating information of current topics and important events direct to the editorial rooms.

The San Mateo County News has become one of the permanent institutions of the county and its present success presages a brilliant future. Messrs. Bellisle and Bromfield are to be heartily thanked for filling a long-felt want in San Mateo County.

Frank Clair Wyckoff

FRANK Clair Wyckoff is one of the many newcomers in Burlingame who has been attracted by the splendid opportunities that the rapid development of that town offers. Although Mr. Wyckoff came to Burlingame as a stranger just a year ago, he has risen to a high place in the esteem of his fellow business men and has established one of the most up-to-date undertaking and embalming establishments on the peninsula.

Mr. Wyckoff is a native son, having been born in Sierra Valley, near Sierraville, Sierra County on June 1, 1872. After completing his education, he tried rubbing shoulders with the world in other parts of the country but returned to his native state in 1890 to become associated with the California Casket Company of San Francisco. He was with this company for nearly twenty-five years, ad-

vancing from an inconsequential place to the responsible position of office manager.

A year ago Mr. Wyckoff saw the reawakening of the peninsula and at the same time succumbed to the lure of being in business for himself. As a result he resigned his position with the California Casket Company and established an undertaking business in Burlingame.

Besides his undertaking business in Burlingame, Mr. Wyckoff is an accountant and has charge of the bookkeeping for a large peninsula concern.

Mr. Wyckoff is a member of the Elks and the Masons. He also belongs to the Burlingame Commercial Club and the San Mateo and Burlingame Merchants' Association.

Robert W. Mantz

ROBERT W. Mantz is now entering on his fifth year as the first supervising principal of the Redwood City public schools. Beginning with about 300 pupils under his supervision the schools have now nearly 600 enrolled.

On the initiative of Mr. Mantz the first public school playground in San Mateo County was equipped at Redwood City and a play ground carnival held to celebrate the event. Also on his recommendation sewing, cooking and manual training in all the grades were introduced, this being the first elementary school in the county to adopt these courses. The Redwood City Grammar School now has one of the best manual training laboratories in the state, housed in a separate building, and is successfully accomplishing junior high school work.

The school has an annual exhibit in the school auditorium of hand work from all grades including furniture from the 7th and 8th grades. This exhibit is exceedingly popular, draws large crowds and antedates

in its inception, the Junior Exposition of San Francisco by two years.

Three years ago Mr. Mantz arranged for an art exhibit which resulted in the purchase of \$400.00 worth of pictures and statuary for the classrooms and corridors. The school holds the state record for returns from such an exhibit. Two new school houses are now being built to accommodate the overflow in the lower grades from the Highlands and Five Points sections.

The 6th, 7th and 8th grades are now practically accomplishing intermediate high school work.

The perfect harmony existing at all times in the board of trustees and the cordial cooperation of the trustees and teachers with the principal in his efforts for school betterment are responsible for the progress of the school. Before being invited by the County Superintendent and the trustees to take charge of the Redwood City schools Mr. Mantz was head of the mathematics department of the Belmont school for boys—W. T. Reid Foundation. Prior to this he was for several years professor of mathematics and dean of the faculty of California College and Academy, of Oakland, an accredited high school and junior college whose graduates were accorded junior standing at the State University.

Though born in Illinois, Mr. Mantz is an ardent Californian, having moved with his parents and sisters to this state when a boy and receiving his education at a State Normal school and State University, besides taking various Stanford and Berkeley summer courses.

He has contributed articles to several newspapers and magazines. Mr. Mantz is a trustee of the First Congregational Church, he is a Mason, an Odd Fellow, a member of the Fraternal Aid and of several clubs. He has two sons in the 8th grade and a daughter at Stanford University. His wife Mrs. Annie F. Mantz was

before her marriage a successful teacher. She is now president of the Redwood City Parent-Teachers' Association, President of the San Mateo County Federation of Parent-Teacher Associations and a member of the executive council of the State Mothers' Clubs.

Charles N. Kirkbride

CHARLES N. Kirkbride, the City Attorney of San Mateo, came to the town in 1889 and started the San Mateo Leader, taking in R. H. Jury as an associate. He subsequently became editor of the Times-Gazette and moved to Redwood City, but in 1891 resumed the study of law, begun at the College of the Pacific in San Jose, under Justice John E. Richards, now of the Appellate Court. Mr. Kirkbride entered Northwestern University College of Law at Chicago, Ill., and had lectures under such eminent men as Justices Harlan and Brewer of the United States Supreme Court; Henry Wade Rogers, dean of Harvard Law School and Seymore D. Thompson, author of Commentaries on Corporations. He graduated in 1893 and obtained his diploma at the hands of Theodore Roosevelt, who addressed the students on the political duties of the college man.

Mr. Kirkbride opened a law office in San Mateo December 4, 1894, and has been here ever since. He has held the office of City Attorney since 1895. He continued to practice alone until 1912 when Joseph B. Gordon, who had almost grown up in the office was admitted to partnership. The firm title has since been Kirkbride & Gordon.

Eighteen years ago he was one of the founders of the League of California Municipalities, pronounced the most efficient state organization of city officials in the Union. He organized the San Mateo Mutual Building and Loan Association in 1896. He took an active part in the organiza-

tion of the San Mateo Public Library and, through a friend, secured an option on the old Knights of Pythias Library in San Francisco at the nominal figure of \$500. The library contained 5000 volumes. Geo. W. Dickie advanced the necessary funds to close the purchase. Later when the question of getting a lot became



a problem, Mr. Kirkbride and J. H. Hatch advanced the \$625 necessary to make a deposit to hold the present site until public officials could act in the matter. In 1902 he took up the matter of forcing the establishment of a high school and canvassed the town at night on a bicycle to secure signatures to the necessary petition, others having failed in the attempt. Opposition developed from those interested in a private school but an election was called and the school established. At that time the number of pupils attending high schools could be counted on the fingers of one's hands. The school then started, has developed into an institution having an enrollment of near 400 and assents of near three hundred thousand. Mr.

Kirkbride prepared all the legal papers incident to the issuance of bonds for the high school district, for the purchase of land and erection of buildings without charge. He has always taken an active part in organizations devoted to local improvement and is a member of the present Chamber of Commerce. In San Francisco he has been a member of the Commonwealth Club for years and serves on important committees.

He has been active in Militia circles and is a 1st Lieutenant on the Regimental Staff of Col. Geo. A. Schastey of the Coast Artillery Corps and holds high rank as to his qualifications as an artillery officer. He is also a trustee of the College of the Pacific in San Jose.

Maurice F. Boland

MAURICE F. Boland, proprietor of Boland's Cigar Store and Billiard Room in San Mateo, and for eleven years Chief of Police of San Mateo is well known throughout the county. As police chief, Boland had an enviable record. In addition to preserving order in the community, Chief Boland figured in the capture of many famous criminals. So satisfied were the citizens of San Mateo with his work, that he was re-elected several times and was in office at the time his business interests forced him to retire from public life.

Of powerful physique Boland was a splendid athlete when a young man. He won prizes in all branches of sport. He is still a close follower of athletic events and keen authority on sports. Boland is a San Mateo property owner and in him the city finds a booster who always puts in a few good words for the city to every stranger that patronizes his place.

Maurice F. Boland was born in Boston, Mass., where he lived for only three years. His parents, Mr. and Mrs. John Boland came from Ireland. Since coming west Mr Boland spent a great part of his life in California

and has been a resident of San Mateo for many years. He has been in the cigar business for the last four years. On December last he was married and lives with his family at 611 North C Street.

Henry T. Daley

MR. Henry T. Daley, a dentist of Burlingame, is one of the leading young professional men of the peninsula. Before coming to Burlingame to establish his practice, Dr. Daley had offices in San Francisco. He has practiced in Burlingame since 1909.

Dr. Daley is a native son. He was born at Lockeford in 1885. He received his early education in California.

Dr. Daley was married on June 25, 1911. He is associated with several college and business organizations and is a member of the San Mateo Lodge of Elks and the Royal Arcanum.

Thomas L. Hickey

ONE of the best known residents of San Mateo County is Thomas L. Hickey who has been actively identified with the business, civic and fraternal interests of this section for many years. He has been a leading spirit in movements that tend to the betterment of this county and has made a host of friends through his genial disposition.

Born in Chicago September 17, 1871, Mr. Hickey received his education in the public schools of that city. At an early age he entered the employ of the Armours where he remained four years. At the end of that period he was employed by Swift & Co., which firm sent him to California in 1892 to take charge of the killing department of the Western Meat Company's plant at South San Francisco. He continued there until 1908. During these 16 years and to the present time he has re-

mained a resident of South San Francisco. For the past five years Mr. Hickey has been a representative of the Equitable Life Assurance Society and his ability has frequently been recognized by the home office in New York. He has attended conventions of the representatives of the Society as a result of his successful efforts in affording protection in the form of life insurance.

Although actively engaged in business affairs, Mr. Hickey has always found time to display his interest and zeal in behalf of the county in which



he makes his home. He was City Trustee of South San Francisco for six years from the time of its incorporation and many public improvements were well under way when he retired, leaving the completion to others. Mr. Hickey is one of the board of Governors of the San Mateo County Development Board and took an active interest in the campaign for good roads.

Mr. Hickey is a man of family. His son, Thomas E. Hickey, is a prominent figure in amateur athletics, especially in the departments of

football and baseball. He has turned down several offers to enter the ranks of professional baseball preferring to continue his law studies at Santa Clara.

As a member of the Elks, Knights of Columbus and Loyal Order of Moose, Mr. Hickey has been a moving spirit in fraternal circles.

August D. Jenevein

THERE is no man in San Mateo County who is better or more favorably known than August D. Jenevein. For many years Mr. Jenevein was the genial host at the most popular resort in the county,—Uncle Tom's Cabin, and during the fourteen years that he occupied this position as proprietor since 1878, he met and entertained all the notable characters who passed through the county.

Mr. Jenevein was born in Lorraine, France in the year 1851, on February 15. He lived his early years in the old country and received his education there before he came to America to seek his fortune in the new world.

When about twenty-four years of age he came to California, and shortly afterward took up his permanent residence in San Mateo County where he has remained for the last thirty-eight years. In 1883 he was married in San Bruno to Miss Amelia Schnell.

During the years of his residence in San Mateo County Mr. Jenevein has remained in the hotel business and has prospered to a considerable extent, so that today he owns valuable property and has lucrative business interests in San Bruno where he has invested much of his money, as he believes in the future of this thriving little town. In addition to looking after his own business interests, Mr. Jenevein assumed the duties of trustee of the School Board in 1908. He believes in good schools and the careful education of the young.

Mr. Jenevein is blessed with a large family of children, all of whom have and will receive sound and helpful educations following out his theory of education. Their names are August J., Luvina Gamble, Amelia Sherman, Julia C., George A., Hilda B. Viola C., Hortense E. M., and Joseph E. B.

Fernand Levy

MR. Fernand Levy, well known in San Mateo business and social circles not only as the president and founder of Levy Brothers but as a man who takes a sincere interest in all matters of public importance.

The firm of Levy Brothers exemplifies the saying that "Rome was not built in a day." It grew to its present magnitude and prosperity from a small beginning. In 1872 Levy Brothers was established—not in San Mateo, strange as it may seem—but in Half Moon Bay. In 1892 it was incorporated. Similar stores at this time also belonging to Levy Brothers, sprang up—one at Pescadero and one in San Gregorio. In 1898 it was decided to move the business to San Mateo, where it has been steadily growing ever since, having assumed more and more the functions of a department store. At the present date, it is a fact that this store, the largest of its kind in the county, maintains a standard of service and high quality of merchandise not surpassed by the larger department stores of our next door neighbor—San Francisco.

Mr. Fernand Levy was born in Lorraine, France in the year 1848. When not quite twenty he left France for America, accompanied by his brother Jo, a lad of sixteen years. Since that time, over forty-seven years ago, the brothers have been almost constantly associated together in their business enterprises; and it is due in no small part to this harmonious co-operation, that the firm has prospered.

John F. Davis

JOHN F. Davis, justice of the Peace in the first township and City Attorney of Burlingame, is one of the county's promising young lawyers. He has practiced for the past eleven years, the last seven of which have been in the courts of this county.

As City Attorney of Burlingame Mr. Davis has played an important part in the growth of that city. He has done all the legal work in connection with hundreds of thousands



of dollars that Burlingame has spent on sewers, sidewalks and street improvements, the municipal water system and the extension of the city's boundaries. During his incumbency in office he has won many important cases for the city, notable among which was a case against an asphalt company which resulted in the saving of thousands of dollars to the property owners. Although pitted against big corporation lawyers he and other Burlingame officials forced the United Railroads to spend \$30,000 improving its right of way in Burlingame.

John F. Davis was born in Sacramento on June 19, 1879. After graduating from the Sacramento high school, he attended Stanford University and later took a law course at the University of Michigan. He was then associated with several large law firms after being admitted to the bar.

Besides a beautiful home in Easton, Mr. Davis owns other Burlingame property. He is also closely identified with the social life of Burlingame, being a member of the Burlingame Commercial Club and a member of the Masonic order.

John Francis Johnson

AFTER living in San Mateo County for fifty-nine years and holding public office for over twenty-five years, John F. Johnson takes a place among San Mateo County's



leading citizens. Few men, can boast of a longer residence and a better knowledge of the growth and development of the peninsula than Mr. Johnson.

Mr. Johnson spent the first part of his life in Halfmoon Bay when

that was the most important town in the county. Later he came to Redwood City where after many years of service in public office he started the J. F. Johnson Abstract Company of which he is the owner and proprietor.

Only few men have been longer in public office in this county than Mr. Johnson. Important among his public positions were eight years as deputy county clerk and recorder and ten years as county clerk and recorder and then later when the county developed sufficiently to separate these offices, eight years as county recorder.

Mr. Johnson has been as prominent in the business and social life of the county as he has in its political life. He was a charter member and the first past president of the Redwood Native Sons and has been Financial Secretary of that order for twenty-five years. He also belongs to the Elks and Odd Fellows. Mr. Johnson is one of the pillars of the Redwood City Chamber of Commerce and belongs to the San Mateo County Development Association. He is a director of the San Mateo County Building and Loan Association and the Redwood City Realty Company.

John Francis Johnson was born in Halfmoon Bay on September 2, 1856. He resides in Redwood and has two grown children, John Leslie who is practicing law in Santa Cruz and Petra, who is teaching in the Redwood City Grammar school. Both are graduates of Stanford.

Asa Edward Hull

IT is a well proven saying that, "A rolling stone gathers no moss," while on the other hand the career of Asa Edward Hull who was born in San Carlos (San Mateo County) just goes to show that a man who sticks close to his native town and county, not only "gathers moss", but earns the respect and admiration of his fellow townsmen.

Mr. Hull was born in San Carlos on July 1, 1870, his father's name being Mr. Wm. Whipple Hull, being the pioneer brick maker of this county. He received his education in the San Mateo County schools, and began at an early date to master the dairying and farming business, which he will testify has as many technicalities and ins and outs as any of the so-called "chosen professions." He thoroughly mastered these pursuits, and then went into the hardware business. At the present time he is President of Hull Bros. Hardware Company, located in Redwood City, and is also a director of the San Mateo County Building and Loan Association.

Mr. Hull has always taken pride in the condition of his herds, taking great care that no diseased animal should corrupt the output of milk, cream and butter fat. His herd of Holstein cows is the largest tested herd in the county, and attracted considerable attention recently by the creditable manner in which they passed the tuberculin test, which in the last few years has become extremely rigid.

When Mr. Hull was only fifteen years old he went into business for himself in 1885. Besides business friends and acquaintances innumerable throughout the county, Mr. Hull takes an active interest in fraternal circles where he is very popular, belonging to B. P. O. E., 1112 and also N. S. G. W., Parlor 66.

R. F. Chilcott

AMONG San Mateo County's foremost citizens is R. F. Chilcott of Redwood City, secretary of the San Mateo County Abstract Company, who has been intensely active for the past twelve years in the affairs of the county and particularly those of Redwood City.

After a thorough training in abstracting and record searching in other counties of the State of Cali-

fornia and the State of Washington, Mr. Chilcott came to Redwood City in 1904 to engage in this line of work. Days spent, year in and year out, examining the San Mateo county records has made him an authority on this subject and an expert on land titles in San Mateo county.

Mr. Chilcott's loyalty to San Mateo county is evidenced by the time he has devoted to civic work. As president of the old Redwood City Board of Trade he labored faithfully for the upbuilding of this community. Such far reaching results did he obtain that he was made chairman of the harbor committee of the new Red-



wood City Chamber of Commerce, one of the most important branches of that body. Mr. Chilcott also belongs to the San Mateo County Development Association.

Richard Frederick Chilcott was born in Washington on December 31, 1882. He came to California fifteen years ago. On February 8, 1906, Mr. Chilcott was married to Miss Olga Heiner of Redwood City. His business interests are generally confined to Redwood City. Besides being sec-

retary of the San Mateo County Abstract Company, he is Inheritance Tax Appraiser for John S. Chambers, State Controller.

Mr. Chilcott's fraternal affiliations include the San Mateo Elks and the Masons in which he ranks high.

Frank B. Bettencourt

WITH a record of having shown over 14,000,000 feet of film, Frank B. Bettencourt, operator at Hart's Peninsula Theatre in San Mateo, lays an easy claim to being the leading moving picture operator in the county.

Mr. Bettencourt went into the moving picture business when it was



in its infancy. He began in San Mateo with Charles Hart. In the eight years that he has operated the cameras in Mr. Hart's theatre, Mr. Bettencourt has projected over 14,000 reels which include all the important pictures that have been manufactured.

During his spare time Mr. Bettencourt has conducted extensive investigations and experiments. He is

now waiting for patents on accessories to moving picture machines which he has invented. The two most important are an automatic shutter and a take up device which overcomes the flicker so bothersome to the eyes.

Mr. Bettencourt has given many private exhibitions in the county. He has shown pictures at the San Mateo Polo Club, the Burlingame Country Club, the Beresford Country Club and at many private homes.

He recently started with a brother, Mr. C. E. Bettencourt a pictorial news service of the county events for use in the moving picture houses of the peninsula.

Mr. Bettencourt was born in San Mateo on December 22, 1892 and has spent his entire life in California. He is endeavoring to secure a charter of the International Alliance of Theatrical Stage Employees and Moving Picture Operators of the United States and Canada, for San Mateo County, which will be organized shortly.

Harry H. Putnam

AFTER months of travel in the United States looking for a business opening, Harry H. Putnam, contractor and builder of Redwood City, chose California as the state offering the most to the newcomer. He then spent two years deciding beyond a doubt that the peninsula offered him more opportunities than any other place in the state and that for one in his line, Redwood City was the logical place to locate.

Since coming to Redwood City, Mr. Putnam has developed a large contracting and building business. He has erected 10 homes in the Redwood Highlands district alone and his contracts for houses and other structures are strung along from Redwood City to San Jose. A number of the attractive places in Stanford Park are being built by Mr. Putnam.

Mr. Putnam came west after considerable experience in building and contracting lines. He was in business in Omaha for several years, where he built a number of homes.

Harry H. Putnam is a native of Nebraska and was born on May 28, 1885. After graduating from the Omaha High School, he took a course at the University of Nebraska. He was married at Omaha on September 10, 1904. Mr. Putnam is a member of the Masons and the Woodmen of the World, and also a member of the Sigma Alpha Epsilon Frat. He resides with his family at 712 Brewster Ave., Redwood City.

Frank K. Towne

THE lesson of the opportunities San Mateo County holds for its young men is taught by the life of Frank. K. Towne, assistant cashier of the First National Bank at Redwood City.

Twenty-five years ago when Mr. Towne was still in his teens, he went to work for this bank as a clerk. This was on September 1, 1891. He has continued in its employ ever since, his advancement keeping pace with the growth of the institution. Mr. Towne is now assistant cashier and cashier of the San Mateo County Savings Bank.

Mr. Towne has played a leading part in the civic life of Redwood City. He has held the position of City Treasurer for the past fourteen years. When the bond issue for a county highway system was suggested Mr. Towne became an enthusiast on the subject and did a great deal to secure its passage.

Frank K. Towne was born in Santa Clara County on January 11, 1875 and received his education in the Santa Clara County schools. He moved to Redwood City shortly after, starting to work for the First National Bank. He has three sons, Kendall B., Frank L. and Gerald E. Mr. Towne's property interests are both

in San Mateo and Santa Clara Counties. He is a member of the Elks, Native Sons and Masons, being Past Master of the Redwood City lodge of Masons.

Joseph M. Francis

ONE of the most active workers for his own district and the county at large is Joseph M. Francis, chairman of the Board of Supervisors and Supervisor of the Fourth Township of San Mateo County. Mr. Francis is serving his seventh year



as Supervisor and his second year as chairman of the county board.

Few Supervisors in California can boast of more satisfied constituents than "Joe" Francis. He secured good boulevards for his district and improved the streets of Halfmoon Bay so that they are now the best streets in any unincorporated town in the county. So well satisfied were the residents with Mr. Francis' work on the board that when his name was submitted for re-election in 1912 he was elected as the candidate of all three parties. Even eighty-six of the ninety-one Republican voters in one precinct took the trouble to write his name in on the ballot at the primary.

While Mr. Francis has been in office the ocean boulevard has been completed throughout its length in his

township, the Crystal Springs road to San Mateo has been boulevarded, and Marine View, Farallon and Purissima roads have been built, in addition to the extensive street improvements in Halfmoon Bay and the other coastside cities.

Supervisor Francis has keen plans in store for the future. The money is already available for the improvement of the Crystal Springs boulevard from Halfmoon Bay to the Second Township. He also plans to build a road into Purissima Canyon, opening up to motorists one of the beautiful spots in San Mateo County.

Supervisor Francis has been one of the most progressive members of the county board. He was one of the strongest advocates for the passage of the \$1,250,000 bond issue for good roads and no one supported the bonds more enthusiastically than the people of his township.

None has a more thorough knowledge of the fourth township than Supervisor Francis, who was born in Halfmoon Bay in 1872 and who has been a resident there ever since. Supervisor Francis' long residence in Halfmoon Bay is no more a matter of pride to him than the fact that he has never passed beyond the boundaries of his native state.

Most of Supervisor Francis' property interests are in and around Halfmoon Bay. Francis Bros., general merchandise, is one of the oldest and largest establishments on the coastside. Mr. Francis is also the president of the Bank of Halfmoon Bay.

Supervisor Francis comes from one of the oldest families on the coastside, his parents settling at Halfmoon in the early sixties. They were ranchers and merchants, and the days that Mr. Francis did not spend at Halfmoon Bay Schools he spent on his father's ranch.

Mr. Francis is a member of the San Mateo Lodge of Elks, and of the Native Sons and the Eagles of Halfmoon Bay.

Horace H. Walling

HORACE H. Walling has been a resident of San Mateo County since October, 1905. He was born in Kirkville, Iowa, on December 5th, 1869. In 1882 his parents came to California, locating in Woodland, Yolo County, where he finished his education in the public schools.

Upon leaving school he entered the office of the Woodland Mail to learn the printing trade and journalism, and for a number of years followed the printing and publishing business. During his newspaper experience he was the founder and owner of one of the principal papers of Placerville, El Dorado County.

In 1901 he became identified with the Type Foundry and Printers Supply business in San Francisco, and since then his business interests have been in San Francisco. He is the Vice-President and Manager of the Keystone Type Foundry of California, located at 638 Mission Street.

In 1891 he married Miss Elisa Stevenson, of one of the pioneer families of Marysville, Cal. Mrs. Walling is a prominent worker in Civic and Literary Clubs in San Mateo, taking an active interest in the welfare of the Public Schools as President of the Parent-Teachers' Association. They have two children, Horace S., and Elisa B.

Mr. Walling takes an active part in fraternal circles; is a member of San Mateo Lodge No. 226 F. & A. M., and San Mateo Lodge No. 1112 B. P. O. E. The family home is at 236 Elm Street, San Mateo.

H. C. Tuchsén

IT is probably true that the real estate operator has the opportunity as well as the responsibility of doing more actual good for the county than he represents than any other profession. He brings settlers and home-seekers and builds up the county in more ways than one. This is partic-

larly true of Mr. Tuchsén whose election to serve as President of the Redwood City Board of Trade and San Mateo County Development Association as well as City Trustee of Redwood City, amply testifies.

Mr. Tuchsén was born on February 11, 1864 in Germany. He came to America when comparatively a young man and has resided in California the last thirty-four years. Twenty-one of these years were spent in San Mateo County.

Before settling in this county he tried successively San Luis Obispo, Monterey and Alameda Counties, but found none so much to his taste as the county of his choice.

On March 31, 1897 he was married at Redwood City where his home is now located. There are two children to this union: Elena and Valentine.

Mr. Tuchsén entered the real estate business in Redwood City and San Mateo County at a comparatively early period and participated in the substantial profits accruing therefrom to almost all who had the foresight to see the opportunities in this field of activity. He enjoys a most enviable reputation as an appraiser of real estate values and his opinion has been accepted in difficult cases by the leading men in banks of San Francisco.

Alphonsus S. Liguori

FEW men are better and more favorably known in the fraternal circles of the county than Alphonsus S. Liguori of Redwood City. In the business world Mr. Liguori is a salt manufacturer and superintendent of the Redwood Water Company. In the fraternal world he is the prince of good fellows, and is pronounced one of the leading spirits in every organization to which he belongs.

Mr. Liguori was one of the leaders in the movement to bring the 1916 convention of the Foresters to Redwood City, which is one of the greatest fraternal honors ever accord-

ed a San Mateo town. He is secretary of the Foresters Hall Association and was for nine years District Deputy Grand Chief Ranger.

The Native Sons have always had an enthusiast in Mr. Liguori. Besides being recording secretary of the Redwood Parlor for ten years, he has worked in the interests of this order throughout the county. He was one of the organizers of the Colma Parlor five years ago.

In the Redmen lodge, Mr. Liguori has been chairman of the Board of Trustees. He is also a member of the San Mateo Lodge of Elks, the Owls and the Odd Fellows.

Alphonsus E. Liguori was born at Mount Eden, Alameda County, on September 1, 1882. He has spent his entire life in the state and passed the last fifteen years in Redwood City where he has property and business interests. Mr. Liguori is a member of the Redwood fire department holding the position of secretary and treasurer of Hose Co. No. 1. He is also secretary of the San Mateo Game Protection Society.

Mrs. William Douglas

OF the few surviving women who lived through the infancy of San Mateo County, Mrs. William Douglas of San Mateo is one of the best known. Mrs. Douglas has lived in the county for fifty years in which time she has seen a few scattered settlements develop to the present peninsula cities.

Mrs. Douglas' career has been most interesting. While in her 'teens she came around the Horn in a sailing vessel which took eight months to make the trip. She arrived in San Francisco in 1850 and a year later she was married.

She then spent a few years in Placer County. Her husband moved his family to San Mateo in the late fifties. Here he built up a profitable abstract and real estate business.

Mrs. Douglas is the mother of ten children. This remarkable woman survives her husband by fifteen years and has survived all of her children with the exception of two, Robert Lee Douglas and Mrs. Dr. Sanderson, both of San Mateo.

Mrs. Douglas tells most interesting tales of the early days of San Mateo. She describes the business district, containing a few buildings and restricted to less than the size of a block. She remembers of the planting of the long rows of gum trees that have become peninsula land marks and the years that there was only a morning and afternoon train down the peninsula.

Pieces of property which Mrs. Douglas now owns were purchased for a song in the early days but even at that time Mrs. Douglas anticipated the growth that was coming to San Mateo and vicinity and stubbornly held on to her land until she now finds her fond dream of a large city fully realized.

Judge George H. Buck

FEW names stand out more prominently in the history of California jurisprudence than that of George H. Buck, Superior Judge of San Mateo County, who is completing his twenty-fifth year on the bench and his thirty-third year in public office.

As a jurist Judge Buck is one of the most eminent in the State. In addition to sitting on the San Mateo County bench, Judge Buck has been called many times to preside for other judges, and three years ago Governor Johnson appointed him to fill Judge Dooling's unexpired term when he left the San Benito county court to become a Federal judge.

Judge Buck entered public life in 1882, when he was elected District Attorney of San Mateo County. He was re-elected each term until 1890 when the citizens of San Mateo County elevated him to the Superior Bench.

The best evidence of Judge Buck's popularity and ability is the handsome majorities by which the voters have returned him to office at each election for Superior Judge since then. It was only last year that he was reelected at the primaries for a six-year term by a sweeping vote.

Judge Buck was born in Maine in 1847. After completing his education, he had charge of Gorham's Seminary and Academy in Maine. He later studied law in the office of Woodbury & Ingalls at Boston. He was admitted to the bar of Maine in 1871 and held the position of associate attorney of the Indianapolis, Cincinnati and Lafayette Railroad until 1874, when he resigned to come to California. He moved to Redwood City where he started the practice of law.

Mrs. E. F. Brown

FEW residents of this county realize that just north of Redwood City is the largest and possibly the most valuable lot of dogs on the Pacific coast. The kennels called the Browndale Kennels and famous in dogdom the world over, are conducted by Mrs. E. F. Brown who has been interested in dogs for many years.

Mrs. Brown specializes in collies and the dogs which she owns of this breed are the best in the world. A still greater honor that comes to Mrs. Brown is the fact that the dogs that have defeated all comers in shows in all parts of the country, have practically all been bred by her.

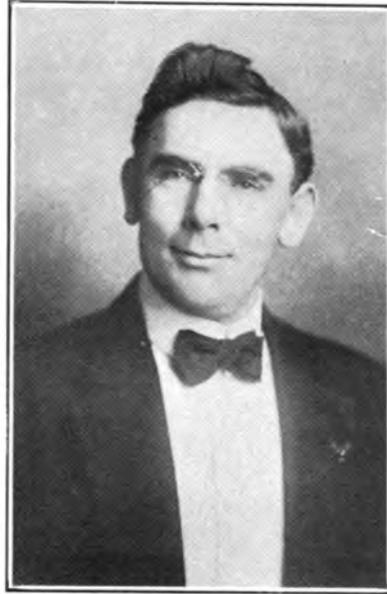
The Browndale Kennels were formerly at Easton but recently moved to Redwood where eight acres are devoted to the culture of these aristocratic dogs. In the kennels at present are 65 dogs. This year Mrs. Brown raised fifty puppies which have been shipped to all parts of the world several going to European nobility and one to the ex-president of San Salvador, Central America.

Mrs. Brown's collection of medals, plaques and cups which were won by entries from the Browndale Kennels, comprises over 300 pieces. She won the bronze plaque of the Immortal Anfield Model, the type most desired by breeders. Her dogs won the highest awards for quality and condition at the P. P. I. Exposition, where they competed against the dogs of all nations.

Mrs. Brown has bred eleven champion dogs. Perhaps the most famous is her Champion Browndale Model which has defeated all coastbred collies and English dogs. He began his career when only seven months old by competing in thirteen shows and winning medals for the best puppy.

Mrs. Brown is president of the Pacific Coast Collie Club.

ford, County of Dorset, England. At seventeen he joined the Grenadier Guards under Queen Victoria: at nineteen he was promoted to corporal and at 20 to sergeant. His regiment was stationed at the Tower of London and in the City of Dublin.



Charles G. Landscheit

ONE of the best known realty dealers of the peninsula is Charles G. Landscheit, manager of the Redwood City Realty Company. Since coming to Redwood City twenty-one years ago Mr. Landscheit has been connected in one way or another with the realty business; and his long experience has made him the county's leading real estate man.

As manager of the Redwood City Realty Company Mr. Landscheit has been connected with many of Redwood City's large enterprises. Notable among them was the building of the Hotel Sequoia which gave Redwood City the finest hotel now in operation between San Francisco and San Jose.

Being a man of great civic pride and a tireless worker Mr. Landscheit has always furthered Redwood City's interests. He is one of the most influential members and president of the Chamber of Commerce.

Charles George Landscheit was born on January 17, 1872, in Bland-

Following his honorable discharge he came directly to California.

Few men of the county have been accorded more fraternal honors than Mr. Landscheit. He is Past Grand, Bay View Lodge, No. 109, I. O. O. F.; Past Master, Redwood Lodge No. 168, F. & A. M., and Inspector of the 36th Masonic district, and past Exalted Ruler of San Mateo Lodge, No. 1112 B. P. O. Elks.

Mr. Landscheit was married at Belmont on June 30, 1898.

L. C. Brandt

ONE of the great army of commuters who believes that there is no place like San Mateo for the home of the San Francisco business man, is L. C. Brandt, manager of the San Francisco branch of the Buffalo Brewing Company of Sacramento.

Mr. Brandt moved down the peninsula six years ago, and each succeeding year has strengthened the convictions which caused him to locate in San Mateo.

The city has profited handsomely by having Mr. Brandt as a citizen. When he bought property in San Mateo Heights he started to safeguard the interests of that district. He became one of the most active workers in the San Mateo Heights Improvement Club and later served as its president.

The demand for industrial sites in San Mateo began to result in the owners of large plants infringing on Mr. Brandt's pet residential section. His resentment was immediate and before plans could even be drawn for plants in this district, Mr. Brandt had a campaign well under way to exclude industries from the 'Heights.'

The result of the campaign has been the passage of a residential and industrial act which confines industries to what are now flourishing industrial districts, and prohibits any violation of residential districts.

Louis Charles Brandt was born in Vienna, Austria, on July 20, 1867. He came to California twenty-five years ago. Mr. Brandt was married in San Francisco in 1898 and lives with his family at 322 Grand Boulevard. His son Robert, attends the San Mateo Union High School.

Rev. W. A. Brewer

NO man has been more closely identified with the growth and best interests of San Mateo County than Rev. W. A. Brewer, Mayor of Hillsborough and, until its discontinuance a few months ago, rector of St. Matthew's Military School.

Mr. Brewer is known throughout the State for his tireless energy in putting the county in the foreground. He was one of the organizers and the first president of the San Mateo County Development As-

sociation. As its executive he contributed perhaps more than any one individual in putting this organization on its firm basis and in bringing about the achievements and accomplishments for the good of the county that marked its first year.

As Hillsborough's first and only Mayor, Mr. Brewer has given his town a progressive and business-like administration that has made it a model in city government. Mr. Brewer was active in bringing about Hillsborough's incorporation and was one of the leading figures in many conferences that preceded the moulding of the scattered countryside into an ideal suburban city.

Rev. W. A. Brewer was born in Detroit, Michigan on June 2, 1863. In September 1895 he was married in San Francisco to Miss Ellen Douglas Wheaton. He has two sons, William Augustus, Jr., aged 15, and Wheaton Hale, 18, a student in the University of California.

Mr. Brewer is an Episcopal clergyman and is now pastor of St. Paul's Episcopal Church in Burlingame.

Horace E. H. Ruggles

THE task of educating children of one of the peninsula's most flourishing cities is the responsibility that falls on Horace E. H. Ruggles, supervising principal of the Burlingame schools.

It was not long ago that Burlingame although destined to become one of the county's leading cities, did not have a single school house within its boundaries. It was shortly after that Mr. Ruggles accepted his present position. With 217 children the Burlingame system was founded. In only three years the number of pupils increased to nearly 500. Burlingame has two handsome, modern, up-to-date school houses of which any community would be justly proud.

A recognized feature of the Burlingame school system is the per-

fect co-operation between the teachers. To bring this about was one of Mr. Ruggles' first undertakings; and succeeding in that he is now encouraging a closer relationship between the schoolroom and the home through the mutual efforts of the parents and teachers.

Mr. Ruggles came to Burlingame well prepared for the responsibilities of his position. After a splendid primary and preparatory school education he attended the Potsdam Normal School in New York. After holding several teaching positions he became principal of the high school at Johnsonburg, Pennsylvania.

Mr. Ruggles is a native of Vermont. He has lived in California for five years.

Francis T. Rapp

ONE of San Mateo's hustling young men who stands high in the business circles of the county is Francis T. Rapp, insurance brok-



er and chief probation officer of San Mateo County.

Mr. Rapp was born in San Mateo and has spent the twenty-six years of his life in the county. After graduating from the San Mateo schools he attended Santa Clara University where he took a leading part in athletics and student activities. He played right field on the famous Santa Clara team of 1908 which won the Pacific Coast Intercollegiate championship.

Since finishing college Mr. Rapp has been prominent in the business life of the county. For the past three years he has been engaged in the insurance business and he has built up a large patronage in all the peninsula cities.

Mr. Rapp has the distinction of being the youngest chief probation officer in California. He was appointed last year to succeed Sheriff Michael Sheehan. Since taking office Mr. Rapp has faithfully investigated probation and delinquency matters. The competent manner in which he has handled these matters has brought letters of praise from prominent juvenile and probation workers.

Mr. Rapp is recorder of San Mateo Council, No. 1346, Knights of Columbus, Secretary of the Vexillian Society of San Mateo and has served as secretary of the Peninsula Club of San Mateo.

Albert Mansfield

SAN Mateo county's bar claims many of its best citizens. Among these is Albert Mansfield, city attorney of Redwood City, and son of former Sheriff Joel H. Mansfield, who has spent his lifetime in this county.

Mr. Mansfield is one of the county's most successful young attorneys. Although he opened up offices only eight years ago he has built up a large and growing practice. To care for this business Mr. Mansfield maintains an office in Halfmoon Bay in addition to his offices at the county seat. During the eight years that he has practiced in the county, Mr. Mansfield has been associated with many famous litigations among which was the Coburn case and the trial of S. R. Timothy for the killing of J. J. Moore.

In public life Mr. Mansfield has been city attorney of Redwood for the past eight years, and in this position he has had a most intimate connection with the growth and development of this city. He has been a

spirited worker in all leading civic movements.

Albert Mansfield was born at Half-moon Bay on October 21, 1884 and has spent his entire life in the county. He graduated from the county schools and later from Hastings College of law in San Francisco. He started to practice after five more years of study in the law offices of Ex-Governor Budd in San Francisco and Stockton.

Mr. Mansfield is a member of the Elks, the Native Sons and the Redmen. He was married on August 27, 1911 to Miss Elizabeth P Winter of Redwood City.

Ambrose McSweeney

SAN Mateo County's officialdom has not a more popular and efficient member than Ambrose McSweeney of South San Francisco who



for the past five years has been Tax Collector. Mr. McSweeney is serving his second term of office, being returned to that position at the last county election by a majority that stamped his popularity.

The standard of efficiency in the Tax Collector's office was never higher than during Mr. McSweeney's regime. He has supplemented his own competency and ability by a staff of high-class deputies. They have put this important function of the county's government into such a splendid state that it has won high commendation from the Grand Jury accountants, the Supervisors and the citizens at large.

Mr. McSweeney's practice of going to the different cities and collecting taxes on certain appointed days, is a great convenience to tax payers. Many persons living in the remote parts of the county are saved long and costly trips to the county seat; and it is a boon to the many small taxpayers who cannot leave their work to settle their tax bills.

Before he was elected Tax Collector, Mr. McSweeney was Justice of the Peace in the first township.

Ambrose McSweeney was born in San Francisco on December 20, 1870. He was married at San Jose in July, 1897. Mr. McSweeney is identified with more than a half-dozen of the leading fraternal orders in the county.

Michael F. Healy

MICHAEL F. Healy is a San Mateo County pioneer who has proved his confidence in the county and particularly in South San Francisco by the investment of his fortune in that city. Healy has resided in San Mateo county for 24 years, most of them being spent in South San Francisco where he is now the owner of a large grocery business and many other interests.

Since coming to South San Francisco Mr. Healy has engaged in many lines of business. He was best known as a lumber man, his yards supplying lumber and building material to South San Francisco and many of the surrounding towns. He

has now retired from this business and is devoting his time to the large grocery store of which he is the proprietor.

Mr. Healy has always taken an active interest in civic and municipal affairs. During his long residence in South San Francisco there has never been a general welfare movement in which he has not been a leader. He recently completed a term as city trustee and while in this office he was an indefatigable worker for South San Francisco.

Michel F. Healy was born in County Claire, Ireland in June, 1852. After emigrating to America he spent some time in Worcester, Mass., where he was married in 1872. He brought his bride to California where he has resided for the past thirty-four years. Mr. Healy is a member of the Eagles.

William H. Brown

NO person is more responsible for San Mateo County's highway system than Wm. H. Brown, Supervisor from the Second Township. The scenic boulevards which lure thousands of autoists into the county every day is a realization of Brown's dream of years ago.

The second township shows Brown's good roads mania. Practically all its paved roads and boulevards have been built during his term of office. At a cost of \$10,000 he has just completed the resurfacing of the road from Beresford to Redwood City.

As a member of the Board of Supervisors and chairman for one term, Brown has worked faithfully for the interests of the county at large. At a speech delivered at San Bruno in 1912 he started the good roads movement that resulted in the passing of the \$1,250,000 bond issue and the building for this county of one of the finest systems of boulevards in the United States.

Brown has also been exceedingly active in the affairs of San Mateo. In 1904 he was elected city trustee and he served one term as mayor. He was one of the organizers and the first foreman of the San Mateo fire department.



Mr. Brown has also been one of the mainstays of the San Mateo County Development Association, being a member of the Board of Governors.

William H. Brown came from one of California's oldest families. He was born in Nevada County on January 11, 1862 and has spent his entire life in California, forty-five years of which was passed in San Mateo County. He was married in Oakland in 1893 and has a family of five boys and one girl. He belongs to several fraternal organizations.

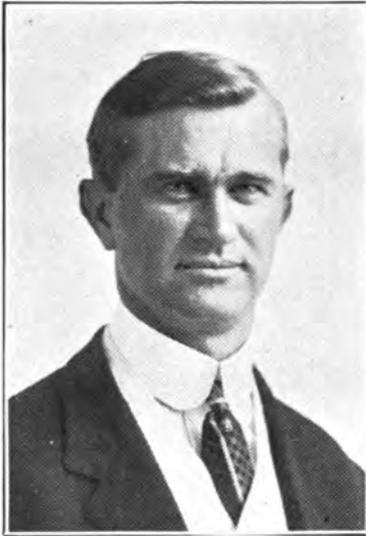
Franklin Swart

FEW if any officials of San Mateo county enjoy more public confidence than Franklin Swart who is serving his second term as district attorney.

District Attorney Swart is a self made man. He was born at New

Paris, Indiana, on June 25, 1878. He came to California eighteen years ago to attend college. By digging ditches during his vacations and doing odd jobs during the school term, Mr. Swart managed to work his way through Stanford University where he received A. B. and Juris Doctor degrees.

Swart has practiced law in San Mateo County since his graduation.



In 1910 he was elected district attorney. During his administration he has won, with a single exception, every civil case for San Mateo county; he has purged Colma of the hog and swill nuisance; he won \$20,000 for the county in the disinterment cases, and, although not his official duty, he has prepared all legal proceedings in the different school bond elections.

One of the most important services performed for San Mateo county by District Attorney Swart was conducting the legal work in connection with the \$1,250,000 bond issue for good roads. Standing on a creditable record during his first term of office, the voters returned Mr. Swart in 1914 by a flattering majority.

Mr. Swart is secretary of the District Attorney's Association of California.

Mr. Swart was married in San Francisco in 1914 and resides in Redwood. He belongs to the Odd Fellows, the Elks and the Masons.

George H. Wallace

GEORGE H. Wallace, hotel owner and city trustee of South San Francisco, has been a resident of California for eighteen years; and all of that time he has spent in San Mateo County.

Mr. Wallace was born in Chicago on November 22, 1873 and he spent the early part of his life in the Windy City. He had a very responsible position with the firm of Oppenheim, Case & Co., a big butcher supply house. It was while he was representing this house that he was sent out to South San Francisco. Although this was eighteen years ago when South San Francisco was but a settlement and the Bay Shore Cutoff was not even projected, Mr. Wallace quickly grasped the situation and saw the brilliant future that was in store for the city. He immediately sold out his Chicago interests and located in South San Francisco.

Since coming here Mr. Wallace has been one of South San Francisco's staunchest citizens. Besides co-operating in all civic movements, Mr. Wallace has shown his faith in the city by investing in property and establishing property interests. His intimate association with the affairs of the city brought about his election as city trustee, in which capacity he now officiates.

Mr. Wallace is a member of the San Mateo County Development Association and one of the leading spirits in the Chamber of Commerce of South San Francisco. He has many fraternal affiliations, belonging to the Tribe No. 111, Improved Order of Redmen, the Eagles and the Olive Grove of Druids at Colma.

P. G. Schneider

P. G. SCHNEIDER, vice president and general manager of the Pacific Car & Equipment Co., which has one of the largest plants of the South San Francisco industrial district, is a native of California, having been born in San Francisco forty-five years ago. He was educated in the San Francisco schools and started the business career which launched him into his present position of prominence in South San Francisco.

As general manager of the Pacific Car & Equipment Company, Mr. Schneider has built up one of the largest and best equipped industrial plants in the county. The big orders and ever-increasing volume of business is only commensurate with improvements, alterations and additions that have been made to this plant in the last few years.

Mr. Schneider is another captain of industry who is loud in his praise of South San Francisco as an industrial center. His generous praise of the place has fallen on the ears of his many friends in industrial life, with the result that their eyes have been turned to South San Francisco and away from other places for suitable locations for mills and factories.

Mr. Schneider has an interest in the Pacific Car & Equipment Co., as well as other business enterprises. Although his company is running to full capacity and its business exceeds the anticipations of the most hopeful, Mr. Schneider does not deny that the plans for enlarging it are under way.

Michael Sheehan

FEW police officers in California can boast of the record of Michael Sheehan, sheriff of San Mateo county. A list of the important captures made by Sheriff Sheehan in the sixteen years he has been a peace officer, would include some of the most desperate men who are in the State

Prisons today serving for daring crimes not only committed in this county but in every county of the state.

Sheriff Sheehan was constable of the Second Township for twelve years and refused to again become a candidate although urged by the residents to enter the race for Sheriff. In these years the Second Township was the terror of criminals who seldom stepped over the border before they were apprehended by this alert constable.

As sheriff, Mr. Sheehan has built up one of the strongest organizations



in that office in the history of the county. He has secured a co-operation between the constables, the police departments of the different municipalities and the Sheriff's office that has been the dream of all sheriffs.

Perhaps Sheriff Sheehan's greatest service for the county has been as a probation officer. He handled probation matters for eight years so efficiently that he was again appointed after being elected sheriff; but the press of his duties forced him to resign.

Michael Sheehan was born in Ireland on February 2, 1861. Of the thirty-two years he has spent in California, thirty were passed as a resident of the Second Township. Mr. Sheehan belongs to the Knights of Columbus, the San Mateo lodge of Elks, the Foresters and the Eagles.

Andrew Skelly Barron

WHEN Andrew Skelly Barron, of good Scotch stock, landed in New York City fifty years ago with his bag of luggage and pocket of savings, he first did two things. He took out his naturalization papers and became a citizen of the United States the day he arrived; and then looked for the land of the greatest opportunity.

In this quest the good ship *Moses Taylor* brought him around the Horn to San Francisco. Having been raised on a farm, Mr. Barron followed agricultural pursuits which eventually brought him to San Mateo County.

This was twenty-six years ago. At that time Mr. Barron saw an opening in the dairy business and he rented three cows. This was the beginning of Mr. Barron's present business. He now operates one of the largest dairies on the peninsula at Beresford, besides farming large tracts of land in this county. There are 135 cows now at his Beresford dairy. Among his other interests is his fertile Romac ranch of 300 acres.

Andrew Skelly Barron was born in Ayar, Scotland on March 10, 1851. His parents were Scotch farmers and before he emigrated to America Mr. Barron spent most of his time on the farm. Not only is Mr. Barron a self-made man but he has helped many others through the struggle of life. He helped bring up his sisters and their children who came out here from Scotland. Mr. Barron is a member of the Masons having joined the order while in Halfmoon Bay.

Dr. Arthur J. Belton

DR. Arthur J. Belton, dentist of Burlingame, stands prominently among the large class of young professional men who have selected San Mateo County for their field of practice. When Dr. Belton took his degree at the University of Cali-

fornia in 1910 he was confronted with the most important question of his career, where to locate and establish his practice.

A painstaking and thorough investigation, which is characteristic of Dr. Belton, was made before he paid Burlingame the high compliment of deciding that it was the field of greatest opportunity for a young man starting out in a profession.

Dr. Belton has laid a firm foundation for the practice of dentistry. In addition to graduating from the University of California, he has pursued special study under eminent specialists and dentists. Since leaving college he has practiced one year in San Francisco and five in Burlingame.

Dr. Belton was one of the leading spirits in the formation of the Burlingame Commercial Club; and since its organization he has been untiring in serving on important committees and carrying on the work of the club. At present he is secretary of the club.

Dr. Arthur J. Belton was born in San Francisco on November 4, 1887. He has lived in California his entire life and has been a resident of San Mateo County for the past eight years. He was married in Burlingame on September 8, 1915. Dr. Belton is a member of Masonic lodge, No. 400.

Fred A. Cunningham

SOUTH San Francisco has a reputation of getting almost everything it goes after for the reason that most of its big men are unselfishly imbued with civic pride and interest, or in the language of the streets are "live ones." Among these "live ones" is Fred A. Cunningham, real estate dealer and trustee and formerly mayor of South San Francisco.

Mr. Cunningham is a worker for South San Francisco and the county at large. He was one of the organizers and is at present a member of

the Board of Governors of the San Mateo County Development Association. He was a potent factor in the campaign for \$1,250,000 good roads bonds, the lower rates fight and other undertakings of the association. In a like manner he has been one of the most active members of the South San Francisco Chamber of Commerce.

Mr. Cunningham is engaged in the real estate and insurance business, being manager of E. E. Cunningham & Co. He is also one of the principal stockholders and a director of the Peninsula Rapid Transit Company.

Mr. Cunningham has been city trustee since 1912 and during that time he has served a term as mayor of South San Francisco.

Fred A. Cunningham was born in Falls City, Neb., April 6, 1872. He completed his education which was begun in the Nebraska schools at the Salina Normal School, in Kansas. Following his graduation he was in the milling business at Pery, Oklahoma where he remained ten years ago. He was married in South San Francisco in June, 1907.

As a member of the Twentieth Kansas Volunteers, Mr. Cunningham served in the Spanish-American war. He is a member of the Nelson A. Miles Camp of the Spanish War Veterans.

Porter E. Lamb

FAR more extensive than his enviable record as a magistrate, which is known in every corner of San Mateo County is Porter Emerson Lamb's fame as an athlete. Although it was back in 1903 that Porter Lamb was at Stanford, his remarkable feats on the cinder path are still vivid in the memories of all followers of sports.

For ten years Lamb's record of 22 2-5 for the 220-yard dash at Stanford stood unassailed. In those days he was also holder of the world's record for the fifty-yard dash. In

the sprints and as a member of the relay teams Lamb tallied up many points for his Alma Mater.

After leaving college Mr. Lamb started in the real estate and insurance business in Burlingame. He spared enough time from business to serve the people as Justice of the Peace so satisfactorily that last year



he was returned to the position by a flattering majority. Mr. Lamb has also taken an active part in the political and civic life of Burlingame. He was one of the organizers of the Burlingame Commercial Club; and has held the office of vice-president.

Born in Milford, N. H., on May 29, 1879, Porter Emerson Lamb received his early education in the Massachusetts schools. He moved to California twenty years ago and has been a resident of San Mateo County for nine years. He was married in San Francisco on June 15, 1904, moving shortly after to Burlingame where he bought up large realty holdings. Mr. Lamb is a member of the Phi Delta Theta fraternity, San Mateo lodge, No. 1112 B. P. O. Elks, the Masons and the Moose.

James T. Casey

A BROAD stretch of waste at San Francisco's door, which was spanned by an almost impassable road and a set of rails twenty years ago, is now one of the most highly developed and thickly populated parts of San Mateo County, a district of homes, boulevards, large industrial plants and towns. This is the first township of San Mateo County.

At present the first township is represented on the Board of Supervisors by James T. Casey, a man who was born and raised in this district and who has passed through, with it, all its successive stages of development.

Born on a ranch near Colma in 1861, "Jim" Casey picked up his education while earning a livelihood. He fought stubbornly to get ahead. Progress for Mr. Casey was slow but certain. His pluck and perseverance, coupled with an unshakable faith in the first township, finally earned their reward; and we find "Jim" the proprietor of two butcher shops and owning many other interests in this prospering district, which he had watched grow from a few scattered ranch houses.

In 1908 Mr. Casey was elected Supervisor of this district. When he took office there were nothing but wooden bridges in the township and the roads were notorious through California. Casey's path was again strewn with obstacles, but he courageously launched his campaign of road construction. Every wooden bridge has been replaced with concrete or iron culverts. The State Highway, the Ocean Boulevard, the Junipero Serra Boulevard and many miles of laterals and cross streets have been constructed and plans are under way for still greater improvements. During his administration, also, five lighting districts were formed--at Colma, San Bruno, Lomita Park, Easton and Salada Beach.

Mr. Casey led the fight to have the State Highway built over its present route, the most direct way to peninsula points. He was also one of the leading spirits in the building of ocean boulevards, of which the twenty-two miles between Colma and Montara are in his township.

Mr. Casey is engaged in the insurance and real estate business, although his duties as Supervisor of such a large township take most of his time, as he is chairman of the County Hospital and Supplies committees as well as a member of all the committees of the Board.

He is a director of the Redwood City Commercial Bank and of the San Mateo Savings and Loan Company, and a charter member of the Mission Parlor of Native Sons.

Leonides R. Dennison

SOUTH San Francisco is destined to become one of the great industrial centers of the west. In its massive plants thousands of workmen whose paychecks are the barometer of the city's prosperity, are turning out materials and articles of a quality that is distinctive to South San Francisco, and are making its products of world-wide fame.

For this high standard of quality, credit is due those efficient men who direct this army of toilers. One of them is Leonides R. Dennison who is superintendent of the great plant of the Steiger Terra Cotta and Pottery Works. Mr. Dennison has been with this firm for thirteen years, and superintendent of its plant for 10 years. During this time its output has increased many fold and it has grown from a small factory to one of the largest and most important industrial plants in the west.

Mr. Dennison who is also a stockholder in the company, is enthusiastic over South San Francisco as an industrial center.

"I am sure that we could not get the same results out of the men any

place else," said Mr. Dennison. "Besides the transportation facilities and countless other advantages, South San Francisco has the ideal climate for the workmen, as the heat is never oppressive in the daytime and the tired toiler can go home and sleep through a cool night any time of the year."

Mr. Dennison has been a resident of South San Francisco for the last eighteen years. He was born in the Yosemite Valley on February 3, 1885. He is a member of the Francis Drake lodge 376, F. & A. M., the Charles Frederick Crocker Chapter, No. 106 of the Masons and the Knight Templars.

George Carl Plump

GEORGE Carl Plump is one of Redwood City's citizens who can really say that he grew up with the town. Born in Redwood City 45 years ago when Redwood City was a scant settlement, Mr. Plump has watched a full-fledged city gradually unfold and cover the green fields and pastures that he used to romp over as a boy.

Mr. Plump never wavered from his belief that the town of his birth was destined to become a thriving commercial city. After receiving his education in Redwood schools, Mr. Plump's business activities over several years finally focused on Plump's Grocery store, of which Mr. Plump is the owner and proprietor.

Although building up his grocery business made large demands on Mr. Plump's time, he found that he had time for other work. The result was that eight years ago his friends launched him into the city clerkship. Mr. Plump has held that office since. He was so thorough and capable in this position that he was quickly chosen to succeed himself at the expiration of his last term of office.

Mr. Plump has been an enthusiastic worker for all public move-

ments and has devoted considerable time and efforts to the welfare of Redwood. Among the movements in which he was especially interested, was the Redwood City orchestra of which he was formerly leader.

George Carl Plump was born in Redwood City in 1870, his parents being old residents of San Mateo county. He was married in Oakland, in 1909, and has two children, Carla, four years old; and Lorna Jane, two years old. Mr. Plump is a member of the Native Sons and the Eagles.

Eric Wold

ERIC Wold who has been city engineer of Burlingame for the past four years and at present is also acting in the same capacity for the infant municipality of San Bruno, has been engaged in engineering work the greater part of his life. His college training and wide experience has splendidly fitted him for the important work that he is now doing; while Burlingame's streets, the water system and other municipal improvements well bespeak Mr. Wold's ability.

Anxious to have their municipality profit from the same competent engineering that Burlingame did, the San Bruno citizens retained Mr. Wold. He is now at work perfecting plans for bridges, street improvements, sidewalks and a water system which when completed will make San Bruno one of the ideal towns of the county.

Besides his wide experience as a municipal engineer Mr. Wold has followed his profession in other lines. He was in the service of the government for three years. While engaged in railroad work he made many important locations for the Western Pacific and other lines.

Eric Wold was born in Norway on April 5, 1878. While just a child his parents brought him to Quebec and from there they moved to Min-

nesota where Mr. Wold spent the early part of his life. After graduating from the La Crosse High School at La Crosse, Wisconsin, he entered the University of Minnesota. In 1902 he graduated from the engineering department of this institution. Since then he has been following this profession in different parts of the United States, having been in California for the past ten years.

Mr. Wold was married at Marshfield, Oregon on July 7, 1907. He is a member of the San Mateo lodge of Elks and the Burlingame Masons.

Ferguson Owen

ONE of San Mateo County's most efficient peace officers is Ferguson Owen, constable of the 2nd Township. As well as the important part Owen has played in the suppression of crime in his township, he has figured in many important criminal cases.

One of the best known is the capture of Nick Greelish, the highwayman, who assaulted Mrs. L. Guggenheim in the Home of Peace Cemetery. While a thousand officers were in pursuit of this criminal, Constable Owen cleverly worked out his own set of clues and tracked him into a saloon on the state highway. Working single-handed Owen had Greelish handcuffed before the desperate criminal even realized that Owen was looking for him. Greelish is now serving a twenty-five year sentence for highway robbery.

Three years ago Owen's bravery saved the lives of a score of San Mateo citizens. A drink crazed Austrian was standing on a balcony on Main street shooting with a rifle at every passerby. Exposing himself to the fire of the maniac Owen took a dead aim at the man and shot him through the arm which held the gun.

By trade Constable Owen is a painter but he has had to put aside the brush most of the time because of

his arduous duties as constable. He was born in Virginia City, Nevada on July 25, 1875 and has lived in California 35 years, eight of which were spent in this county. He is a member of the Eagles, the Knights of Pythias and the Masonic orders.

Frank P. Simmen

MAYOR Frank P. Simmen stands out as one of the most progressive and constructive executives San Mateo has ever had. Being a sound business man of the highest type, Mr. Simmen set out not to play



to a political gallery but to give San Mateo a clean-cut businesslike administration. The condition of the city finances, the completion of the new city hall, the extensive street improvements, the proposed municipal baths and a dozen other matters bear out the success of Mayor Simmen's policies.

Mayor Simmen is a man of many responsibilities; and San Mateo is to be congratulated on securing a man of his type to administer its affairs. In addition to diversified interests in San Francisco and San Mateo, Mr.

Simmen is manager of Rudgear Merle Company, ornamental iron and metal works, of San Francisco, one of the largest institutions of its kind on the coast. The ornamental iron work in many peninsula estates and large buildings throughout the state was produced by this establishment.

Mr. Simmen is prominent in fraternal circles. His pleasing personality and enthusiasm about anything he undertakes soon made him a dominant factor in the San Mateo lodge of Elks. After holding many positions his brethren conferred on him the honor of Exalted Ruler this year. Mr. Simmen is also Past Master of King Solomon's lodge, No. 260, F. & A. M.

Mr. Simmen was born in Chicago, Illinois, on February 26, 1870. He is married and lives with his family on Elm Street in San Mateo.

I. Lindeman

AFTER twenty-five years of business experience in San Francisco, I. Lindeman sold out his interests there to enter what he considered a more productive field; and as a result we find him sole owner and proprietor of the Peninsula Creamery, and one of San Mateo's most active and progressive business men.

Mr. Lindeman's house in San Francisco supplied many of the large wineries and liquor dealers in the state with corks, bottles, labels, and machinery. This brought him into intimate contact with conditions in many localities. With this general knowledge of the state he decided that the most advantageous move he could make was to locate on the peninsula.

With the old San Mateo Creamery as a nucleus, Mr. Lindeman established the Peninsula Creamery which is a model in sanitation and improved methods. The improved facilities and service brought a large increase

in business; and now the institution serves a large part of the community.

Mr. Lindeman has prominent fraternal affiliations. He has been secretary of the Foresters lodge for over 20 years. By carrying delinquents who otherwise would have had to drop out of the order, Mr. Lindeman has made many steadfast and lifelong friends. He has also been a member of Bay City Parlor, N. S. G. W. for twenty-eight years and for twenty-five of these years he acted as secretary.

I. Lindeman was born in San Francisco on February 1, 1866, and has two sons, Elwood aged nine, and Leland, aged 25, who assists his father in the management of his business. Mr. Lindeman and his family have been residents of San Mateo for nine years.

Terence Masterson

TERENCE Masterson, street commissioner, capitalist, and proprietor of the Wisnom Hotel, has been a resident of San Mateo for twenty-five years. He came here a total stranger; but his fair dealings, enterprise and confidence in San Mateo's future, have made him one of the leading citizens of the community.

As city trustee and street commissioner Mr. Masterson has been devoting the greater part of his time to the welfare of San Mateo. His keen business ability is reflected throughout the work of the city trustees. The streets of San Mateo were never cleaner and in a better state of repair than during his administration. He has also supervised the vast amount of street improvements made during the last few years.

Mr. Masterson has extensive business interests in San Mateo. Besides being proprietor of the Wisnom Hotel he is a stock holder in several banks of the county and the Peninsula Rapid Transit Company. He is al-

so a member of the Board of Governors of the San Mateo County Development Association and the energy he devotes in this cause is only a small part of his civic devotion.

Among the interests that Mr Masterson holds outside of the state is stock in the famous Silver King mine in Utah from whose ore treasures, over \$25,000,000 in metals has already been taken.



Terence Masterson was born in Quebec, Canada on March 19, 1864. He was born on the old family farm which has been owned by his family for over 100 years. Once a year Mr. Masterson migrated back to the old home for a visit, until last year when he was called back on the sad mission of attending his old mother's funeral. Mr. Masterson was married in San Francisco four years ago and has one son, Hugh, who is three years old. Mr. Masterson is a member of San Mateo lodge, No. 1112, B. P. O. Elks.

Jesse Calvin Robb

ONE of the progressive and influential citizens of the first township is Jesse Robb of Millbrae, manager of the Millbrae Dairy and superintendent of the D. O. Mills estate for the past twenty-seven years.

Mr. Robb was born at Bonaparte, Iowa, on September 9, 1885 and came to California thirty-nine years ago. After passing ten years in San Francisco he became connected with the country estate of D. O. Mills at Millbrae. Under his supervision this has become one of the show places of California. Although busily engaged looking after this large tract of land, Mr. Robb found time to build up the Millbrae dairy which is not only a model institution of its kind but one of the largest on the peninsula.

Mr. Robb has been active in civic affairs. He was a leader in the movement to have the state highway constructed over the mission road and has been one of the county's greatest good roads boosters. At present Mr. Robb represents the first township on the Advisory Road Commission having been appointed to that place after the death of the late George L. Perham.

Mr. Robb has also been prominent in the educational life of the county. He has been a trustee of the San Mateo Union High school for the last ten years during which time it has developed into one of the best institutions of its class in California.

Mr. Robb was married in San Mateo in 1889 and has one son, Harry. Mr. Robb is a member of the Masons and the San Mateo Lodge of Elks.

Dr. Leo J. Flanagan

DR. Leo J. Flanagan, one of the county's well-known physicians and surgeons, is located in South San Francisco where he has been practicing for the past year. Before moving into this county Dr. Flanagan

had a large practice in San Francisco.

Dr. Flanagan is another of the young professional men who has been attracted to San Mateo County by the wonderful opportunities that the future holds. He sees a great period of growth and prosperity ahead for South San Francisco and his confidence in this era of development was such that he gave up a flourishing practice in San Francisco to come into this territory comparatively unknown and establish himself.

Dr. Flanagan is a native of California. He was born at Napa on August 6, 1885 where he took the first steps in preparation for his professional career. After graduating from Santa Clara College Dr. Flanagan finished the medical course at Johnstown University at Washington, D. C. For several years he was resident physician at St. Mary's Hospital and Mary's Help Hospital in San Francisco and was also with the San Francisco emergency service.

Dr. Flanagan has many fraternal connections. He is a member of the Knights of Columbus, the Eagles, the Redmen and the Foresters. He was married in Portland in 1913.

Dr. J. E. Chapin

AN important addition to the medical fraternity in San Mateo county is Dr. J. E. Chapin who came to Redwood City three years ago to practice medicine. Dr. Chapin came to Redwood after an extended practice in several large cities and a vast experience in his profession.

Since taking up his residence in Redwood City, Dr. Chapin has become intimately associated with the social and business life of Redwood City. His engaging manner and charming personality have drawn many people to him and the small circle of friends that surrounded him when he arrived, has gradually enlarged until

it now includes the greater part of the community.

Dr. Chapin has a large practice in Redwood City and the neighboring towns, families and individuals from San Carlos to Menlo Park seeking his aid at the time of sickness.

Although Dr. Chapin's practice demands most of his time and attention he is one of the community's most progressive members. He has actively co-operated in many civic movements and others have his loyal indorsement and support.

Dr. J. E. Chapin was born in Auburn Cal., on February 3, 1871 and has been a resident of this state for 44 years. He was married in Chicago in 1902. After completing a course at Stanford University Dr. Chapin graduated from the medical department of Washington University in 1909. Dr. Chapin is a member of the Foresters, the Masons and the Knights of Pythias.

Joseph J. Bullock

OF the names connected with the San Mateo County Bar few stand out more prominently than Joseph J. Bullock. Mr. Bullock is still practicing at Redwood City and is finishing the twenty-fifth year that he has been before the courts of this county.

Mr. Bullock has also played a leading role in the public life of the county. In 1897 he was elected to succeed H. W. Walker as District Attorney. In 1901 he was elected to succeed himself in that office and in 1905 he was returned to that position for a third time. Being for 12 years in one of the most important political offices of the county, Mr. Bullock's part in the growth, development and advancement of San Mateo county has been no small one.

During his long experience as a lawyer, Mr. Bullock has been identified with some of the most important litigations in the county. He has been especially successful in crimin-

al practice and he is known to be one of the most able criminal lawyers of the State.

Mr. Bullock came to California with his parents in the early eighties. He was educated in the Santa Clara county schools and then took up the study of law under Judge Allen and other noted jurists, being admitted to the bar in 1889. For the next three years he was associated with the Southern Pacific law department.

At present Mr. Bullock resides at Belmont. He is a member of the Odd Fellows and the Woodmen of the World.

George W. Dickie

ONE of San Mateo County's most distinguished citizens is George W. Dickie of San Mateo, marine architect and naval designer who drew the plans for the famous old battleship Oregon and a score of other vessels of the United States Navy.

Mr. Dickie is known the world over as a designer of fighting craft. Perhaps his most famous work was the Oregon, "the bulldog of the American navy," which at the time it was commissioned, was the most notable warship afloat. Other vessels that were designed by Mr. Dickie are the battleships Wisconsin and Ohio, the armored cruisers Colorado, South Dakota and San Diego, the cruisers Olympia which was Admiral Dewey's flag ship in the battle of Manila Bay, Charleston, Milwaukee and the destroyers Paul Jones, Preble and Perry and the gunboat Wheeling. Mr. Dickie also drew the plans for many of the large freighters and passenger boats on the Pacific among which is the Congress.

Another important work undertaken by Mr. Dickie was the designing of the machinery for the Comstock mine.

George William Dickie was born in Scotland on July 17, 1844. He studied engineering in his father's ship-

yard. In 1869 he came to the United States making his home on the Pacific coast shortly after his arrival. He has been a resident of San Mateo for twenty years. Many honors have come to Mr. Dickie because of his notable engineering achievements. He was recently elected a fellow in the American Association for the Advancement of Science. Mr. Dickie is vice president of the Society of Naval Architects and Marine Engineers.

Mr. Dickie is the author of several books on marine engineering and articles by him have appeared in all the leading engineering journals.

Dr. Norman D. Morrison

BECAUSE of his extended practice and prominence in public affairs, Dr. Norman D. Morrison is one of San Mateo's best known physicians.

Dr. Morrison came to San Mateo eleven years ago. From the day of his arrival he has been successful as a practicing physician and surgeon and his clientele of patients includes some of the peninsula's most prominent families.

Dr. Morrison has unselfishly devoted his time to civic service. During his years of residence here he has served many terms on the Board of Health and for the splendid sanitary conditions of San Mateo, few men share more in the responsibility than Dr. Morrison. The time that he has spent in travel has been devoted almost exclusively to the study of sanitation in other cities and the conducting of investigations from which San Mateo has appreciably benefited.

Dr. Morrison has also been one of the most active members of the Board of Trustees of the San Mateo Union High School. The body of men comprising this board has been devoted to their task with the gratifying result that San Mateo district boasts of one of the best high schools in the state.

Dr. Norman D. Morrison was born on October 14, 1876 in Ontario, Canada. He is a member of the San Mateo lodge of Elks and Masons.

John J. Shields

SAN Mateo county is to be congratulated that the office of auditor, one of the most important functions in the county government is in the hands of such a competent person as John J. Shields who was elected by a handsome majority.

When Mr. Shields began his duties he revolutionized the auditor's

Besides being one of the best known figures in the political life of the county, Mr. Shields has been one of its staunchest citizens. He is a member of the Redwood City Chamber of Commerce and is one of the enterprising citizens of that community that stands behind every movement for the general good. Mr. Shields has property interests in Redwood City and San Francisco.

John Joseph Shields was born in Colfax on March 24, 1866. He has lived in California forty-nine years, fifteen of which he has spent in this county. He was married in San Francisco on October 24, 1893. Mr. Shields belongs to the Knights of Columbus, the Fraternal Order of Eagles, the Ancient Order of Hibernians and the Modern Woodmen of America.



office. The latest and most up-to-date systems of bookkeeping were installed and sweeping changes and improvements made, with the result that Mr. Shield's office has been paid many flattering compliments by expert accountants.

Before being elected county auditor, Mr. Shields was under sheriff for Sheriff J. H. Mansfield. He was one of the most thorough and efficient deputy sheriffs that the county has had.

Dr. A. L. Offield

FROM years of practice in this county Dr. A. L. Offield of Burlingame is one of its oldest physicians. He gave up a large practice in San Francisco to come to Burlingame nine years ago. At that time Burlingame was one of the smallest towns on the peninsula but its growth bears out the predictions that Dr. Offield made for it at that time.

Dr. Offield is a member of the Burlingame Board of Health which has given Burlingame one of the best health departments of any municipality on the peninsula. The activity of the health board is apparent in Burlingame's sanitary conditions and general state of cleanliness which have made it one of the healthiest cities in the state.

Dr. Offield has built up a large practice in Burlingame, San Mateo and Hillsborough.

Dr. Offield demonstrated his faith in Burlingame's future by erecting a handsome business building on Burlingame avenue. At the time Dr. Offield built his building it was on

the outskirts of the business district but Burlingame's business district is growing at such a rate that the Offfield block will soon be engulfed by similar buildings.

Dr. Archie Leonard Offfield was born in Oregon City on June 3, 1877. He has been a resident of California for twenty-seven years. Dr. Offfield was married in San Francisco on July, 9, 1908. He belongs to the Burlingame Commercial Club, San Mateo Elks and the Burlingame Masons.

L. P. Behrens

FEW men have brought more honor and recognition to San Mateo county than L. P. Behrens, cashier of the First National Bank and president of the San Mateo County Savings Bank of Redwood City. As a banker and financier Mr. Behrens has become known throughout the state so favorably that the honor of being president of the California Bankers' Association fell to him.

This was a rare distinction to come to a man from a county which had so few members of the Association and was so unimportant compared with the great financial centers of the state. As a recognition of the splendid service of Mr. Behrens to the Association, he was presented with a beautiful loving cup when he retired from office.

As the directing genius of two of the county's largest financial institutions, Mr. Behrens has been a potent factor in the development of Redwood City and the peninsula. He has financed many large business enterprises and has been instrumental in locating several large industrial plants on the peninsula.

The \$1,250,000 bond issue for good roads is only one of the big movements for the betterment of the county that has received Mr. Behrens' hearty support and which can attribute its success in a great measure to his work and influence.

Mr. Behrens' business demands have partly restricted his activities in public life, although he has found time to serve as a member of the Board of Governors of the San Mateo County Development Association and president of the Sequoia Union high school board.

Mr. Behrens was born in Shasta City, Cal., on August 24, 1860. Before coming to Redwood City twenty-five years ago he had interests in Colorado and Alameda county. He belongs to the Masons and Odd Fellows.

John Edward Layng

ONE of the newcomers to Redwood City who has worked himself into the esteem of its citizens is John Edward Layng, one of the proprie-



tors of the Redwood City Undertaking parlors.

Since taking residence in Redwood Mr. Layng has won a place of prominence in its business and social life. He is accorded a place among the town's most enthusiastic boosters. Mr. Layng always finds time to point out places of interest to the stranger within the gates. Redwood's even

climate, accessibility, business opportunities and industrial advantages afforded by its water front that is yet only in the infancy of development, are subjects in which Mr. Layng is well versed and which are always at his tongue's end.

Although one of Redwood's infant institutions, the Redwood City Undertaking Parlors has become a flourishing business under Mr. Layng's competent management. Before coming to Redwood City Mr. Layng had taken several professional courses and had a great deal of practical experience in undertaking in different cities.

John Edward Layng was born in San Francisco on January 15, 1884 and has spent his entire life in California. He is a member of the Redwood City Chamber of Commerce. In fraternal circles of Redwood City he holds a high place, claiming membership in the Masons, Eastern Star, the Redmen, the Foresters, the Odd Fellows and the Native Sons.

Dr. Herbert S. Anderton

ONE of the most successful physicians and surgeons on the peninsula is Dr. Herbert S. Anderton of Burlingame, who although only established in this county two years, has a large and growing practice. Dr. Anderton was located in San Francisco when he saw the field of opportunities that waited at the door of the metropolis and quickly recognized this county as the land of advancement.

After finishing medical school Dr. Anderton specialized on different subjects in several large eastern institutions. He then studied at the Marine Hospital in San Francisco and later was a surgeon in the emergency service in San Francisco.

Dr. Anderton is one of the directors of the Burlingame Commercial Club and one of the leading spirits of that organization. He has unbounded faith in the future of Burlingame and

the peninsula and has made investments in Burlingame property.

Dr. Herbert Seth Anderton was born in Virginia on September 29, 1885 and has been a resident of California for five years.

Dr. Anderton belongs to the Burlingame lodge of Masons.

Horace W. Amphlett

B RILLIANT futures are in store for some of San Mateo county's young men. Among these is H. W. Amphlett, formerly assistant postmaster of San Mateo and amateur playwright. Famed not only for his literary talents but admired for his sterling character, rare personality and keen ability, Horace Amphlett easily takes a place among the best liked young men on the peninsula.

After acquiring his early education in the San Francisco schools, Mr. Amphlett continued his studies in San Mateo graduating from the local high school in 1908. He immediately went into the postoffice and in only two years he worked up to the position of assistant postmaster. He has served in this capacity for the past five years. Mr. Amphlett resigned his position in February to fill the position of assistant cashier of the National Bank of San Mateo, where he will no doubt become a fixture.

In the literary world Mr. Amphlett has brought himself into fame. His sketches and small playlets have been produced locally by the Peninsula Club, the Elks and the Catholic Club. Some were of sufficient merit to interest big eastern producers who sent to Mr. Amphlett for his manuscripts. The best known are "Thru Green Eyes," "Tess of the Tenement," "The Misogynist," "The First Stone" and "The Roof Garden," all of which are copyrighted.

Mr. Amphlett is one of the organizers and is past president of the

Peninsula Club. He also belongs to the San Mateo lodge of Elks and the Knights of Columbus.

Horace W. Amphlett was born in San Francisco on June 27, 1890. He has spent the past ten years in San Mateo.

Joseph Ambrose McCormick

JOSEPH A. McCormick, Justice of the Peace in the second township and insurance broker, has claimed San Mateo as his home for the past sixteen years. During that time he has grown up from one of



the popular young fellows 'bout town to one of its substantial business men.

As a young man when Mr. McCormick first came to San Mateo he was a great favorite. He was a brilliant athlete and a great future awaited him as a baseball pitcher had he chosen a career on the diamond. However the sterner life appealed to Mr. McCormick and he chose to launch the business career for which he prepared himself.

Mr. McCormick has been a factor in the business life of San Mateo. He has been proprietor of a stationery store, and was associated with Charles Brown in the Smoke Shop.

In public life Mr. McCormick has been one of the most popular officials in the second township. After serving one term as justice of the peace the voters chose him to succeed himself at the last election.

Joseph Ambrose McCormick was born at Vallejo on December 23, 1874 and has spent his whole life in the "Golden State." He belongs to the Elks, the Knights of Columbus, the Eagles, the Moose and the Hibernians.

William Albert Crowell

WILLIAM Albert Crowell, manager and proprietor of the James Crowe Co., of Redwood City, the oldest undertaking establishment of the county, has made a host of friends since his arrival in Redwood City three years ago. Mr. Crowell has made the interests of his new place of residence his interests and few newcomers have taken a more prominent place in the community than that held by Mr. Crowell.

When Mr. Crowell took over the establishment that was founded in 1868 by the late James Crowe, a pioneer undertaker of San Mateo county, Redwood City gained a man of wide experience in this line. Mr. Crowell has been in the undertaking business in several cities, his last venture being in Sacramento where he was established for nine years.

Mr. Crowell has been appointed a deputy to Coroner W. A. Brooke. This is another position in which Mr. Crowell is thoroughly experienced. He was coroner and public administrator of Placer county. At that time he was established in the undertaking business at Auburn.

William Albert Crowell was born on August 9, 1862 in Massachusetts. He has lived in California thirty-five

years. On August 9, 1889, Mr. Crowell was married in Tulare. He has three children Bethel, aged 24, Elaine, 15, and Wilma, 13. Mr. Crowell is high in Masonic circles, being past master of the Eureka lodge and past high priest of Delta Chapter in Placer County. He also belongs to the Knights of Pythias.

Dr. George Borden Yount

DR. George Borden Yount is one of the few professional men of the county who was born and reared here. Dr. Yount spent the early part of his life and received his preliminary education within a stone's throw of the office where he now attends to his large and growing practice.

Dr. Yount was born on September 28, 1882. After passing his childhood days in Redwood he entered the Redwood grammar school. After graduating he prepared himself for college at the Sequoia Union High School. After more preliminary study Dr. Yount entered the dental department of the College of Physicians and Surgeons at San Francisco from which he graduated.

Since starting his practice in Redwood City Dr. Yount has been interested in other business affairs and has taken an active part in civic life. Acreage in Laurel Terrace and real estate in Oakland are among Dr. Yount's property interests. He is also perfecting an automatic control for aeroplanes that will assist in the science of aviation. Dr. Yount is one of the most active workers in the Redwood Highlands Improvement Club and is interested in the Horace Hawes gymnasium movement.

Dr. Yount was married in San Francisco February 21, 1906. He has two children, Adrienne Muriel, aged six years and George Borden, Jr. aged one year. Among Dr. Yount's fraternal affiliations are Psi Omega dental fraternity and the San Mateo Elks and the Native Sons.

John V. Doherty

ONE of the liveliest insurance brokers on the peninsula is John V. Doherty, city treasurer of Burlingame and one of the Queen City's leading boosters.

Doherty is primarily a Burlingame booster and the only time he is not



talking about Burlingame is when he is talking insurance. No man can boast of having more data, figures and statistics on Burlingame's growth at his tongue's end than John V. Doherty. He is an authority on increase in realty values, public improvements, population increase, health and climatic statistics in so far as they concern Burlingame.

Mr. Doherty has lived in Burlingame for eight years and its steady rapid growth in that time has given him such faith in the city that he believes the rest of the world should know the same things about the town that he does.

Since becoming city treasurer, Mr. Doherty has been an important factor in the administration of the city affairs. He has not confined his ef-

forts to his official duties but every city officer has found a willing helper in him when anything for Burlingame's interest was undertaken.

Besides being a hustling insurance broker, Mr. Doherty has real estate and other business interests in Burlingame.

Mr. Doherty is a member of the Knights of Columbus, the Young Men's Institute, the Hibernians and the Burlingame Commercial Club.

Rev. Bradford Leavitt

REV. Leavitt is a minister of the Gospel; he is indeed more than this, for he is the pioneer in a new vocation in which his qualifications as a minister fit him for the perfect administration of his self imposed combined duties of clergyman and funeral director.

When Rev. Leavitt entered this new field comparatively recently, opinion was divided as to the wisdom of his decision. Today the many hundreds whom he has served in this double and truly Christian role will testify that he was most certainly right in his decision; as he has proved that he could with his dual qualifications lessen the burden of grief attendant upon the last rites of those who pass away.

Rev. Leavitt was born in 1868 in Boston, Mass. He came to California when a comparatively young man and has been a resident of Woodside for the last ten years. In 1893 he was married in Cambridge, Mass.

The Rev. Leavitt was pastor of the First Unitarian (Star King) Church in San Francisco from 1900 to 1914 where his sermons and the administration of the affairs of the church attracted widespread comment of the most favorable nature.

At the present day the Rev. Leavitt occupies the position as vice president of the N. Gray and Company of San Francisco and is the manager of the Burlingame and South San

Francisco branches of this enterprising firm.

The Rev. Leavitt is a member of the following clubs and organizations: Commonwealth Club, Harvard Club, Chit-chat Club, Unitarian Club and University Club. He belongs also to California Lodge No. 1, F. & A. M. His home is at the Shine Ranch, Woodside.

Dr. H. D'Arcy Power

DR. Power has been a resident of San Mateo county for a period of ten years, and although his professional duties are confined for the most part to San Francisco, he takes an active interest in county affairs, as serving as chairman on the Board of Health of Burlingame signifies.

Although a resident of the state for twenty-two years, Dr. Power believes that his choice of Burlingame as his home will be permanent.

Dr. Power has risen high in his chosen profession,—medicine—being Dean of Medicine in the San Francisco Polyclinic, Staff Physician of the San Francisco Hospital and chairman of the health committee of the Civic League of San Francisco.

Medicine, nevertheless is not Dr. Power's only accomplishment; he has a hobby, if such a difficult subject as color photography could be so termed. Dr. Power is an authority on this branch of photography upon which he publishes valuable and instructive papers from time to time.

Henry Martens

MR. Henry Martens has been a resident of California for thirty-five years, during all but five years of which period he has devoted himself to the steel industry in San Mateo County.

In 1886, after an exhaustive search for the best location for a foundry, Mr. Henry Martens together with Mr. J. W. Heney, selected South San Francisco and founded the

Enterprise Foundry. In 1892 the firm was incorporated.

Mr. Martens is one of South City's strongest boosters. In a recent interview he stated that the Enterprise Foundry of which he is president owes much of its prosperity to its advantageous location which splendidly meets all their requirements. The heavy steel buildings they have erected during the last few years in making additions to the plant, make it the largest and most perfectly equipped steel foundry on the Pacific Coast.

Mr. Martens was born in Germany on April 17, 1860 and secured his early education in that country. He came to America and on September 22, 1884 he was married in San Francisco.

Mr. Martens is a member of the Redwood City Chapter of the F. & A. M. 168.

Dr. F. Holmes Smith

DR. F. Holmes Smith is a comparatively young man, yet he has already passed through a most interesting career, one phase of which was a stirring trip up into the frozen north where he faithfully followed the call of medical duty in Alaska, upon the shores of the Behring Sea, as the company doctor for the North American Commercial Company. Upon his return to civilization he took up the less arduous duties of a practicing physician and surgeon at San Bruno in 1909.

Dr. Smith was born at Lake City, Minn., on October 29, 1879, and received his college education at Stanford University, after which he received his doctor's degree at Cooper Medical College. Thereupon he immediately entered into the practice of medicine, being interned at the French Hospital, where he secured much valuable practical experience. From here he went to Alaska.

Upon his return from Alaska he was married in 1911 at San Jose and

shortly afterwards decided to throw in his lot with San Mateo County. Following this wise decision he moved to San Bruno and nailed up his shingle. He entered into the life of this thriving town with enthusiasm, with the result that he soon had established a lucrative practice. In a short time he was elected health officer of San Bruno—another result of conscientious attention to his duty.

Although deeply interested in his profession, Dr. Smith has not neglected the social side of life. He is a member of the B. P. O. E., 1112 as well as a member of the Masonic Lodge of South San Francisco.

Dr. Smith owns property in San Bruno and also has business interests in this town. A son, Harry F. Smith, three years old will soon be going to school, and in time will it be hoped follow as successful a career as his father.

Sebastian Lombardi

SUCCESSFUL dairyman, farmer and cattleman. Thus in a few words we can outline the interesting career in San Mateo county of Sebastian Lombardi.

Nevertheless success did not come without effort and a hard struggle. When Mr. Lombardi first came to San Francisco to go into the dairying business he was without money, but he soon had established a paying business. With the capital he realized in his San Francisco venture he again entered the dairying business in San Bruno upon a larger scale in 1900. He rented a place here in the beginning. Today he owns this place together with other property in San Bruno, San Francisco and Stanislaus County.

Mr. Lombardi was born on Dec. 8, 1866 in Switzerland. He has been living in California since 1890 and has been a resident of San Mateo County for the last fifteen years. He

was married in San Francisco on February 15, 1902.

Before leaving San Francisco for San Mateo county, Mr. Lombardi took a thorough course education in the night schools of that city to fit himself for the responsibilities he knew would in time be thrown upon his shoulders, as well as to prepare himself to earn more money.

In recognition of his ability and of his sterling integrity he was appointed postmaster of San Bruno, which term he served for two years. He is also prominent in fraternal circles being a member of the W. O. W., and of the Y. M. Institute.

Mr. Lombardi is the father of four children, Steve, aged twelve, August ten, Rose, eight and Loretta six.

Mercedes Silvia

BELONGING to one of the oldest and most representative families of the county, Miss Mercedes Sylvia has much to remember and to be justly proud of in the part that her forbears took in the settlement and upbuilding of San Mateo County in the early years when there were hardly any settlers, inadequate transportation and no conveniences to speak of.

She was born in San Bruno, July 23, 1887, educated in San Mateo county, and has continued to live here ever since. Provided with ample means that would enable her to live anywhere she chose, she has nevertheless elected to remain in the county of her birth—which speaks much for the charm that this beautiful section of country never fails to weave about all who live within its limits.

Her father, Custodio Silvia, now deceased, lived a most useful life, and bequeathed to his daughter an estate of sixty-three acres of very valuable land in San Bruno which is constantly increasing in value.

Miss Silvia is deeply interested in church work and devotes much of her time to furthering the cause of the Catholic faith in San Bruno. In 1909, shortly after San Bruno had been made a separate parish, the Silvia family bought a piece of ground 50x100 feet, where the church now stands and presented it to the church, while the San Bruno people collected \$1500. The little mission church is a familiar and beautiful object to all who pass along the Camino Real. It is called the "Mission San Bruno;" and is in part a monument of the generosity of the Silvia family of which Mercedes Silvia is the only heir.

Richard Charles Stickle

THE career of Mr. Richard Charles Stickle, particularly since he settled in San Mateo county, is well worth reading and points a moral. Nine years ago he came to San Bruno practically without a penny in his pocket, and went into business for himself carpentering and contracting. For quite a time he labored under considerable difficulty, as he was without capital.

Being an exceptionally good carpenter and thoroughly conscientious, business came his way—and it was not so very long before he had plenty of money to swing his contracting operations.

Perhaps Mr. Stickle's success can better be portrayed by a plain statement of what he has accomplished. The houses he has built in San Bruno only this last year number fourteen; and in fact he has built more houses in this town than all his competitors combined.

Mr. Stickle was born in Illinois on August 23, 1878, and only came to California twelve years ago. The first three years of this period was spent in Sonoma county where he was married at Santa Rosa the December of 1906. While in Santa Rosa

he worked as a carpenter until he decided to come to San Francisco to try his luck. But he only remained in the city for a short time and made his final move to San Mateo county, which proved to be the best thing he could do.

Mr. Stickle has two children: Cecil, eight years old and Logar, six years of age.

Mr. Stickle is comfortably well off and owns considerable property in San Bruno as well as the beautiful home where he resides.

George E. Seely

GEORGE E. Seely, justice of the peace in the third township was elected to office two years ago. This was his first experience in public life and since first taking his oath of office he has by fairness, thoroughness and soundness of his decisions, attracted county-wide attention as a magistrate.

Mr. Seely is a machinist by trade and has worked at his profession in Redwood City for nine years. Being an able mechanic and of an inventive turn of mind, Mr. Seely has several patents which in time bid to make him famous. Justice Seely's modesty has made these almost unknown to his friends but they are of such merit that big manufacturers have examined them. Some which are now in Justice Seely's hands for minor improvements will soon be on the market.

Mr. Seely is a collector of autographs and he has the genuine signatures of many of the famous men of the world. He is also known as a great reader and a deep thinker. His knowledge of law was obtained by night study while following his vocation.

George Everett Seely was born in New York City and is a comparatively young man. He was married on April 14, 1896. He has lived in San Mateo county for the past nine

years living all this time in Redwood where he has property interests.

Justice Seely is a member of the Foresters, the Odd Fellows, the Eagles, the Knights of Pythias, the Fraternal Aid and Royal Arcanum.

John MacBain

THE development of a few gravelled lanes to eighty miles of paved and macadam boulevards is part of the story of "honest" John MacBain's seven years as supervisor of the Third Township.

When John MacBain took office, in 1904, his dream was to give his constituents a system of perfect



roads. With not a foot of macadam or paved road in his township, he started out on this gigantic undertaking, on which he has worked tirelessly ever since, with the exception of the four years that he was not in office.

The roads of the Third Township now have no superiors in the State. The two main arteries are the State Highway and the Middlefield road, both of which are paved. From them

branch off Atherton avenue, Fair Oaks avenue and Oak Grove avenue, all of which are paved, and Ringwood road, Glenwood avenue and Valparaiso avenue which are macadamized. The Woodside road is a perfectly paved stretch running from Five Points, six miles back in the hills, to Woodside. A beautiful macadam and paved road connects Woodside, Portola and Menlo Park. Plans are in preparation for the improvement of the Alpine road and the macadamized boulevard into La Honda considered to have few rivals in California.

Supervisor MacBain has administered his other official duties as competently as he has built his roads. He was one of the leading spirits in the building of the new county court house, and he has been active on all the leading committees of the board. The careful and thorough manner with which he has deliberated on the claims against the county has caused him to be popularly called the "watch dog" of the San Mateo County Treasury.

In private life Supervisor MacBain is one of the leading contractors of the peninsula. He was a carpenter by trade. In 1880 he branched out into contracting and since then he has been identified with the largest building projects in San Francisco and San Mateo County. He has constructed many large business blocks and public buildings in San Francisco. At present he is engaged in reconstructing the American Theater there, which was one of his first large contracts in San Francisco.

No contractor has built more of the magnificent country mansions for which San Mateo county is noted than John MacBain. He just completed the beautiful country home of C. Frederick Kohl at Easton. Others that he erected are the homes of David F. Walker, at San Mateo; Samuel Knight in Hillsborough; John Henry Meyer at Atherton; E.

W. Hopkins, Gus Taylor and William H. Taylor at Menlo Park. Many of the public buildings, schoolhouses and large industrial plants of the county were built by MacBain.

John MacBain was born in Pictou County, Novo Scotia, on October 3, 1849. His parents were farmers. After he had learned his trade he worked in several large eastern cities and in 1874 he came to California. He moved to Menlo Park in June, 1878, where he has since resided and where he now lives with his family.

P. H. McEvoy

THE subject of this sketch was born May, 9, 1848, in Sidney, Australia. He left Australia with his parents in 1849, for San Francisco, by way of Honolulu.

After leaving Honolulu the vessel met with such adverse winds and weather, that it was six months before land was sighted at Monterey, California. This long voyage had depleted the stores of provisions and water to such an extent that for two weeks prior to sighting land, everyone on shipboard was put on an allowance of both food and water, passengers receiving such small rations that when land was sighted they compelled the captain to land them at Monterey, rather than take any further chances of landing at San Francisco.

After a residence in Monterey of less than three years, he moved with his parents in March, 1852, to the Carey Jones ranch, south and west of what is now Redwood City, and now known as the Hawes ranch, which was at this time part of San Francisco county, San Mateo county being organized in April, 1856.

He attended the first school in San Mateo county, which was located on the extreme corner of what is known as Redwood Highlands, continuing until 1863 when he entered what is now known as St. Mary's Col-

lege, on Mission Hill, San Francisco.

At the age of eighteen we find him farming 320 acres on the Woodside road near his parents' home. He continued farming and contracting until 1914 when he retired to private life.

Mr. McEvoy was naturalized in the 12th district court in August, 1869. He has been a life-long Democrat, serving his party as supervisor of the third township for sixteen years.

He has the distinction of being the first and only democratic supervisor who has held office in the third township for the period of sixteen years.

Mr. McEvoy is still very active, hale and hearty, and his many friends in this county have urged him again to seek the office of supervisor.

Dr. Frank S. Dolley

ONE of the most important institutions in the north end of San Mateo county is the South San Francisco General Hospital owned and Conducted by Dr. Frank S. Dolley. Situated near the great South San Francisco industrial district and close to San Bruno, Daly City and Colma, the residents of these cities are saved the cost and inconvenience of going to San Francisco or San Mateo for treatment.

The South San Francisco General Hospital was founded by the late Dr. Harry G. Plymire and on his death it was taken over by Dr Dolley. The institution is modern and up-to-date in every detail and fills one of the most serious needs of the north end of the county.

Dr. Dolley came to South San Francisco after a wide experience in medicine and surgery. After graduating from the medical school of Maine he studied under some famous surgeons at several New York hospitals. He was three years at the Presbyterian Hospital and two years at the Roosevelt Hospital. After

coming to San Francisco Dr. Dolley spent several months in the surgical department of the Lane Hospital.

Dr. Frank S. Dolley was born in Maine on July 26, 1883. With the exception of the last two years which he spent in California, Dr. Dolley passed his entire life in the East. He was married in New York in 1912.

Mrs. Leonard H. McRoskey

RACINE McCoy McRoskey was a native of Oregon, raised and educated in Portland where she passed with credit through the grammar and high schools of that city. In her early womanhood she moved to San Francisco where she



lived until after the earthquake of 1906. In 1907 the McRoskeys came to San Mateo where they were living at their home on San Mateo Drive at the time of Mrs. McRoskey's death in April, 1915.

Mrs. McRoskey took an active part in club and social affairs, being a member of the Thursday Club and the Woman's Club of San Mateo and

also of the Women's Pacific Coast Press Club and Laurel Hall Club of San Francisco. Besides these she belonged to a number of social clubs in Burlingame and San Mateo. However she will be remembered best as the author of "Drift O'Dreams," a collection of poems and short prose sketches; and "The Missions of California," a sympathetic study of the buildings and work of the Franciscan Fathers in this state.

The nervous break-down which caused her death was the direct result of overwork incident to the writing and publishing of this book.

While the artistic temperament was dominant, there was also a strongly practical side to her nature as was evidenced when she served so efficiently as chairman of the finance committee on the first grand jury in which women were chosen. Though Mrs. McRoskey was not a militant suffragette, she took an active interest in political matters and local campaigns, and was an officer of the San Mateo County Civic Center.

She was one of the talented and energetic women of San Mateo county and is richly deserving of a place in the local hall of fame. Her untimely death is a distinct loss to the community and a sad bereavement to her family, friends and admirers.

Not only for her social activities will Mrs. McRoskey be remembered long in the community in which she lived, but also for her quick sympathy and steadfast loyalty which her friends will always associate with the name of Racine McRoskey.

E. I. Woodman

MR. Woodman is one of the leading newspaper men of the county, his sphere of activity being South San Francisco where he is the editor and manager of The Enterprise.

He is also secretary of the South San Francisco Chamber of Commerce, a body that has been instrumental toward the substantial upbuilding of its city, in which Mr. Woodman in his two-fold capacity as newspaper man and civic booster, has taken no small part.

Mr. Woodman has been in the newspaper business for over forty years, coming from Sacramento in June, 1907 where he was also engaged in the newspaper business. He has resided in South San Francisco ever since. Mr. Woodman is a member of the San Mateo Press Association.

James McCormick

THE business enterprises of the little city of Pescadero are largely represented by the interests of James McCormick, who though not a native Californian, has thrown himself heartily into the upbuilding of his adopted land, which owes much to his earnest efforts.

He was born in Ireland in 1841, the son of Peter and Catherine (Gibeny) McCormick. His parents emigrated when he was seven years of age, settling in Cathage, Jefferson County, N. Y..

In 1863, James McCormick left home, for San Francisco, and arrived in that city January 15, 1864. After about nine months in Santa Cruz, he came to Pescadero where he has resided since. In 1873 he started his mercantile business which is now the leading store in his district.

In the milling business he also has timber interests and owns valuable timber lands.

James McCormick is one of the most prominent figures in the public life of the county. He has served as road supervisor, deputy assessor, and later was a member of the San Mateo County Exposition Commission. In politics Mr. McCormick is a Democrat.

Mr. McCormick was married in 1866 to Miss Julia S. Shaffrey, and the children born to them are Alice A., Francis, Ella M., Florence, James, Lillian E., and Julia.

Asa Thomas Weeks

WAS born in La Honda on March 1, 1859, where he spent his early boyhood, being educated in the public schools and St. Matthew's School.

In 1881 he decided to leave home and try his hand at mining in Idaho; and while there built the finest house at Sand Point. He then removed to Alaska to engage in mining; and while there served three years as United States Commissioner. In 1904 he came to Pescadero and engaged in the lumber business which he continued for five years. He then decided to try his hand at mining again in Mexico, but after one year spent there he returned to Pescadero and married Elma Chandler a member of one of the pioneer families of Pescadero. Mr. Weeks then settled down to farming and stock raising, in which he has been more than successful.

William Alexander Moore

THE subject of this sketch was born July 19, 1851 on his father's ranch north east of the village of Pescadero. His father Alexander Moore was one of California's earliest settlers, coming to California from Jackson County, Missouri, in 1847 and making the trip over the plains with ox teams, arriving at Johnson's ranch on Bear river, October 2, 1847, where he remained until he removed to Santa Cruz, Nov. 15, 1847.

The early life of Moore was spent in farming and stock raising with such success that he has continued to follow this vocation.

On April 9, 1883 he was married to Hattie Huff. The couple have one

son, James Alexander, who is now with his father on their ranch of 117 acres, on Pescadero creek.

Mr. Moore is a member of the Native Sons, and the Ancient Order of Foresters.

Loren Coburn

ALTHOUGH a resident of Pescadero, the active years of Mr. Coburn's life have been spent in the mining regions of California and the growing cities of Oakland and San Francisco. Loren Coburn was born



in Berlin, Orange County, Vermont, January 11, 1826, with New England blood, a promise of future success.

When ten years of age, his home was changed to Massachusetts, where he remained until he started for California in 1851. He shipped from New York on the steamer Falcon, bound for Cuba. After passing over the Isthmus of Panama he took passage on the ship Panama, arriving in San Francisco on June 1, 1851.

From there he went to the northern mines, by way of Sacramento, Greenwood valleys, and remained

four months at the placers, on the middle fork of the American River. On returning to San Francisco, laden with the fruits of his successful mining experience, he was induced to enter a business life.

He engaged in the livery business in Oakland where he remained four years, after which he disposed of his stable and bought another in San Francisco, continuing in active business for twelve years.

While still in the city, Mr. Coburn purchased the Punto del Ano Nuevo Rancho, a Spanish Grant of four leagues.

After the sale of his San Francisco business he leased his ranch to the Steele Brothers, and in 1866 took his long deferred trip back to the land of his birth.

Returning in 1868, he spent the next four years in San Francisco and at the expiration of the Steele Brothers lease in 1872, he removed to Pigeon Point and assumed charge of his vast property, having added to it, 10,000 acres on the Salinas river in Monterey County, and a large tract of timber land near Pescadero.

The famous Pebble beach is located on this property, and on it he has erected a beautiful hotel. The United States lighthouse is also located on property once owned by Loren Coburn. For many years he engaged in the dairy and stock business with the same success that characterized his early efforts.

Mr. Coburn has made Pescadero his home for many years, and has won the esteem of his fellow citizens by his worthy efforts to make himself an honor to the land of his adoption. He has the honor of being the largest individual land owner in San Mateo County.

Mr. Coburn married Miss Mary Antoinette Upton, a native of Reading, Massachusetts. She died in Pescadero in 1896, leaving one son, Wallace Loren Coburn. Mr. Coburn then married Miss Satira S. Upton, an

estimable woman and sister of his dead wife, who has brought him happiness and companionship during his declining years.

Josiah C. Williamson.

MR WILLIAMSON was born February 18, 1851, in Marshfield, Massachusetts, coming to Pescadero, California, December 14, 1869, via the Isthmus of Panama. He lost no time, but immediately engaged in the dairy business. After four years spent at this, he clerked in a store until 1885, when he opened up a general merchandise store, which is still continued by him and is the largest mercantile establishment in Pescadero.

On December 14, 1879 he married Harriet Hornsinger. The children born to this union, who are now living, are: Frank, Gladys, and Elmira.

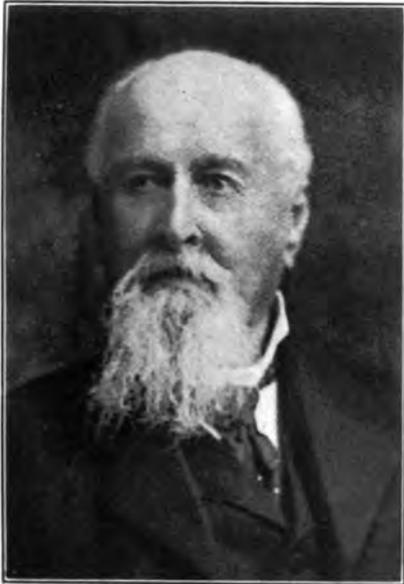
Mr. Williamson served as postmaster in Pescadero for eight years. Fraternally he is a member of the Odd Fellows.

Dr. Isaac R. Goodspeed

FOR fifty-six years—more than half a century, Dr. Isaac R. Goodspeed has been one of the foremost citizens of San Mateo County; coming here when a young doctor with the ink on his diploma hardly dry, he remained in the county ever since. During this time he has been identified with many successful business enterprises and has faithfully filled the various offices he has held for both San Mateo City and County.

Dr. Goodspeed was born in China, Maine, on May 30, 1831. In 1854 he graduated from Bowdoin Medical College, one of a class of nineteen. Today he is the only living member of that class. He began the practice of medicine at Milwaukee, and in 1854 he was married to Miss Elizabeth P. Woodcock at Gardiner, Maine.

A short time after his graduation he went west to Chicago, and in 1858 came to California. He tried mining in Nevada for a while, but with indifferent success; and soon came to San Francisco and opened an office on Kearny street, where he remained until 1860. In the Spring of this year he decided to try his luck down the peninsula. He liked the climate of Pescadero so well that he settled in this town and remained there for the next ten years. For two years he taught school and practiced medicine. Then he went into the merchandise business and later



on tried ranching,—all the time keeping up the practice of medicine. His other activities while at Pescadero were, serving as Justice of the Peace, ex-officio Coroner, and Associate County Judge with one of the justices of the Santa Cruz Bar.

In those days Pescadero was in Santa Cruz County, and did not until 1868 become a part of San Mateo County. It was through Dr. Goodspeed's ceaseless activity, in conjunction with Judge Templeton's legislative work, that this addition

was made to San Mateo County, amounting to about 140 square miles of new territory." While at Pescadero, although there were many hard characters to deal with, Dr. Goodspeed was instrumental in keeping this place as peaceable as a New England town by driving out the unruly element.

In 1870 he came to San Mateo and began to practice. His career at Pescadero had been most successful: everything that he touched seemed to turn to gold. The corner where the cigar store stands, opposite the S. P. Station was purchased by him when he came to San Mateo, and is still owned by him.

Dr. Goodspeed was soon elected Coroner. He served as postmaster from 1875-82. In 1882 he received the Republican nomination for the state senate but like all other candidates of that party, he suffered defeat, although he ran 5000 ahead of his ticket and received 400 majority in his own county. He was chairman of the Republican Central Committee for sixteen years. He held the position of Surgeon of the San Mateo County Hospital for thirty-five years, and was the Division Surgeon for the Southern Pacific Company from San Francisco to Monterey from 1895-97. In 1882 he was appointed Surgeon of the Steamship, City of Sidney; and on his return to San Mateo found that his property had been destroyed by fire, which wiped out a whole block, with a loss of \$5,000 to him.

Dr. Goodspeed has served several years as school trustee, and filled an appointment about fifteen years ago from former Governor Pardee, as State Examiner for Insanity. In addition to his local activities, Dr. Goodspeed has found time to make five trips to the east.

January 23, 1916 was the sixtieth anniversary of Dr. Goodspeed's marriage. Both Dr. and Mrs. Goodspeed are hale and hearty. There

are a son and daughter: Edward Goodspeed, freight agent at San Mateo; and Mrs. R. J. Pye of Santa Rosa.

Dr. Clarence Victor Thompson

THE subject of this sketch was born in Eureka, Humboldt County, California, October 27, 1881. He received his education in the grammar and high schools; and attended business college until he decided to study medicine. He entered the Cooper Medical College, and after he graduated, immediately entered the City and County Hospital at San Francisco as house physician. He then removed to Eureka and became acting assistant surgeon and officer in command of the station. After two years he left for Alaska, practicing there for two years before locating in Pescadero, where he has been more than successful.

Two years ago Dr. Thompson entered the political field and was elected supervisor from his district, which term he is now serving.

Dr. Thompson is a member of the Masonic and Elk Lodges.

Jurgen Frederick Wienke

WAS born in Germany, July 15, 1844, where he was educated. At the age of twenty-five he left his native county to seek his fortune in the States, coming to California in 1869. He is an engineer by profession, serving in this capacity on the ferryboats in Germany.

In 1881 he purchased a farm at Moss Beach and opened up a hotel for an investment, under the impression they were to put a railroad through his property within a year. But it was many years after before he saw this in reality, although his land has greatly enhanced in value, enabling him to retire in comfortable circumstances for the remainder of his life.

Mr. Wienke was married in San Francisco in 1881, one child being born to this union,—Lizzie Wienke Nash.

Mr. Wienke served as school trustee for 24 years.

Frank L. Eksward

FRANK L. Eksward, the Secretary Manager of the San Mateo County Development Association, has taken a leading part in the recent development of the county. Many of the notable promotion projects of this community have been successfully launched and carried to a satis-



factory conclusion under his leadership and co-operation.

Mr. Eksward was born in Brooklyn, New York in 1870. He has traveled all over the United States and visited portions of Alaska and the Pacific Northwest. He has been identified with San Mateo County for the last seven years, five of which he has been engaged actively in promotion work. He is an enthusiastic worker for general county development and particularly for

good roads. His only hobby is the upbuilding of San Mateo County.

Mr. Eksward spent much of his time before he became definitely interested in development and community publicity—in law work in various eastern cities.

Dr. William Ansyl Brooke

DR. Brooke was born 52 years ago at Dranion Springs, a little town near Placerville in El Dorado County. He studied medicine at Cooper Medical College in San Francisco, and practiced first in Sacramento, as intern in the City and County Hospital, later moving to Alameda. He came to Halfmoon Bay, eleven years ago, and has resided there ever since. He is a member of the San Mateo Medical Society, State Medical Society and American Medical Association. He was appointed Coroner and Public Administrator on April 7, 1915, which term he is now serving. His personal popularity and professional ability have won for him the highest regard of his fellow citizens.

He also belongs to a number of fraternal organizations, among them being the Masons, Native Sons, Eagles, and Maccabees.

Dr. Allan R. Powers

THE thriving industrial center and model city of South San Francisco exerts a strong attraction upon the professional man as well as the captain of industry and business man. This is exemplified by the coming to this community of Dr. Allan R. Powers and other capable professional men who saw an excellent field wherein to build up a desirable practice.

Dr. Powers was located at Rio Vista, Solano County for two years before coming to San Mateo County. Before he took up his study of medicine he was in the United States Forest Service.

Dr. Powers received his university education at the University of California, graduating in 1901, with a degree of B. S. He attended Cornell and Yale in the east, and received his degree of M. F. from the latter institution in 1904. He graduated from Cooper Medical College as M. D. in 1912.

In addition to an extensive practice already acquired in South San Francisco, he is the District Surgeon at that city for the Southern Pacific Co.

Dr. Powers was born at San Rafael, California, on May 23, 1881, and has been a resident of this state for thirty-four years. His home is now at 628 Grand Ave., South San Francisco.

In the month of August, 1913, Dr. Powers was married in Sacramento. He had one child, Edith Cornelia Powers, who died December 21, 1915.

Dr. Powers is a member of the Rio Vista Chapter of the K. of P., 165; Moose 832; Imp. Order of Redmen, Tippecanoe 111; Fraternal Brotherhood, and San Mateo County Medical Society.

John Pitcher

AN old and highly respected settler, being one of the original forty-niners coming across the plains from St. Louis in ox teams. He was born July 25, 1827 at Vincennes, Indiana; and has resided in San Mateo County for the past 55 years.

Mr. Pitcher has the distinction of being the oldest public official, holding the office of Justice of Peace, for the past 35 years.

Mr. Pitcher has been very successful during his stay in Halfmoon Bay, acquiring a large farm, town property in San Francisco and many other interests.

Mr. Pitcher is today, what he has always been, a man true to himself, true to nature, and true to his friends.

Kenneth M. Green

KENNETH M. Green, one of the County's most promising and successful young attorneys, maintains his offices at San Mateo, in which City, he enjoys a large and growing practice.

Mr. Green is essentially a local product, having come with his



parents to San Mateo County at an early age. He is a graduate of the San Mateo Grammar School and a member of the first graduating class from the San Mateo Union High School, and is, at present writing, President of the Alumni Association of the latter institution.

After attending Stanford University, he studied law in one of the leading law offices in San Francisco, and, in 1909, was admitted to practice in all the Courts of this State, as well as the Federal Courts of this District.

Mr. Green has been honored with office in several fraternal organizations, being a Past Master of San Mateo Lodge of Masons, Past President of San Mateo Aerie of Eagles

and Past President of San Mateo Parlor of the Native Sons of the Golden West. He is also member of the Elks and the Moose.

His hobby and particular interest, outside of his profession, is chickens, of the feathered variety, and he is President of the San Mateo County Poultry Association.

Kenneth Milton Green was born in Oakland, California, on the 25th day of July, 1887, is unmarried and is the eldest son of the Honorable Milton J. Green of San Mateo, late United States Referee in Bankruptcy at San Francisco.

Paul Pinckney

UNDER the head of "The Press" comes the name of Paul Pinckney, one of the foremost newspaper men of the county, and editor and proprietor of the San Mateo Times.

Mr. Pinckney was born in South Carolina on March 24, 1869. His early education was accomplished in the common schools and supplemented by a course under private tutors. At fifteen, instead of going to college he decided to see the world as both his parents had passed away.

Ever since this he has "been seeing the world" through the eyes of a newspaper man, serving in the capacity of both reporter and editor. He was the editor for two years of the Southern Home Journal, a literary magazine of Jackson, Mississippi; whence it was moved to Memphis, Tennessee.

He served three years in the Spanish American War in the Philippines as steward in the medical department, being called upon to act in many responsible capacities.

After the war he was reporter on the San Francisco Chronicle, going from this position to San Mateo, where on September 12, 1903 he acquired a half interest in the San Mateo Times and made that sheet a prosperous one. In 1910 he purchas-

ed Mr. Henry Thiel's interest, and became sole owner.

Mr. Pinckney helped to organize the San Mateo Board of Trade in 1905, now the Chamber of Commerce, and has been its secretary ever since. In 1906 he helped organize the San Mateo Hotel Company, operating the Peninsula Hotel, the enterprise being capitalized at \$600,000. He became the secretary, and later, one of the directors.

Joseph Debenedetti (Deceased)

THE life of a successful father, standing before him as an example, Joseph Debenedetti forsook Italy's sunny skies for the western lands of California. His father, John came to the United States in 1855, and in 1856 removed to the west. He mined for a short period, engaged in the mercantile business in San Francisco, and then went to Santa Clara where he died.

Joseph Debenedetti was born in 1849. When only six years old he firmly made up his active mind to follow his father across the sea. In 1867 he set out for San Francisco via Central America, and after his arrival he went to Calaveras County where he spent 10 months. He then returned to San Francisco, and for two years engaged in trading with remote settlers in the county. In 1872 he came to Halfmoon Bay and a year later opened a general merchandise store. In 1874 Mr. Debenedetti married Teresa Scarpa. Seven of their nine children are living,—Mrs. Josephine Michieli, John L., Mrs. Angelina Francis, George, William, Mrs. Irene Betten-court, and Henry.

Politically Mr. Debenedetti was a Democrat and as a recognition, he was appointed postmaster by President Cleveland. He served as a supervisor of San Mateo County for 12 years, and while in this office he let the contract for the bridge over

Paraleside Creek at Halfmoon Bay, the first concrete bridge erected in San Mateo County. He belongs to the I. O. O. F. Mr. Debenedetti died May 18, 1914.

Joseph B. Gordon

FEW men owe their success more to their own efforts than Joseph B. Gordon, junior member of the law firm of Kirkbride & Gordon of San Mateo. His path was not strewn with roses. It was one over which only sheer pluck, courage and perseverance can take the traveler.

Mr. Gordon had had only a high school education when he aspired to



be a lawyer. After preliminary study he became a law clerk with Mr. Charles N. Kirkbride in 1904. While so engaged Mr. Gordon took a four year law course at the San Francisco Law School. Before its completion he was elected city clerk of San Mateo. Still ambitious to acquire a more profound knowledge in his chosen profession, Mr. Gordon enrolled for post graduate work, so for years we find him filling the posi-

tion of city clerk in a splendid way, acting as law clerk in Mr. Kirkbride's office and attending law school at night. After completing his law study, he was admitted to the bar and in 1912 with Mr. Charles N. Kirkbride formed the law firm of Kirkbride & Gordon.

In spite of the demand that Mr. Gordon's large practice makes on his time, he interests himself in all public movements. He is an active member of the San Mateo Chamber of Commerce and the San Mateo County Development Association. He also belongs to the Elks, the Masons, and the Native Sons.

Joseph B. Gordon was born in San Jose, California, July 12, 1887. His parents removed to Santa Cruz County and engaged in ranching. Mr. Gordon received his early education in the schools of that county. Mr. Gordon was married in Watsonville, on July 18, 1914.

D. A. Raybould

ONE of San Mateo County's newcomers who has risen to a place of esteem in the community is D. A. Raybould of the San Francisco Chronicle. Mr. Raybould is known in all parts of the county as one of its wideawake, energetic young men who has at heart the welfare of the county as well as the interests of his paper.

During the few years that Mr. Raybould has represented the Chronicle in San Mateo county he has enjoyed a reputation for fairness. His news articles have kept the peninsula cities in the foreground and not a day passes that some section of the county is not exploited in the San Francisco press.

A few years ago Mr. Raybould wrote the Peninsula Polo Annual, a history of the sport of kings in the county. Through this book which was distributed among all the leading clubs of the East, California polo received a great deal of recognition.

Mr. Raybould was born in Salt Lake City, September 12, 1888. He received his early education in the Salt Lake schools. He completed his education at the University of Utah. After leaving college Mr. Raybould connected with the leading journals of Utah. Since coming to California in 1911 Mr. Raybould has been with the San Francisco Chronicle.

Mr. Raybould belongs to the Owl and Key and the Skull and Bones of the University of Utah, the Beta Theta Pi fraternity, the Ophite club of San Francisco, the Peninsula Club of San Mateo and the San Mateo Chamber of Commerce.

Rufus H. Hatch (Deceased)

WHEN the discovery of gold made California the Mecca of the hopes of so many thousand people flocking from all parts of the world, to share in the treasures proclaimed, there were some who saw at once what had escaped the eyes of those looking below the surface of the land, the rich valleys and verdant hills and sunlight as bright as the glitter of gold.

With almost every day of his life, spent in tilling the soil, it was little wonder that Rufus H. Hatch felt his eyes gladdened by the sight of such productive farming land, and wasted no time in determining where his chosen work lay at hand.

Rufus H. Hatch was born in South Redding, Vermont on September 22, 1829, and passed his boyhood in that state. At the age of 24 he came to California, landing at San Francisco, November 10, 1853. With one year's work on a hog ranch near the old Mission, he came to San Mateo County, located January 20, 1855 on 320 acres of government land which he entered and paid for in greenbacks in San Francisco. This farm was located within three miles of Halfmoon Bay, and for about twenty years he spent his time upon it, engaged in general farming and stock

raising. He also bought some timber lands and started a mill on Purissima creek.

Mr. Hatch married Martha Schuyler, daughter of James Schuyler, one of the oldest settlers in Halfmoon Bay. The children born to this union are Alvin S., who now has the lumber yard at Halfmoon Bay; Edna L. McGovern and Clara E. Kneese. Mrs. Hatch died in 1888.

He was connected fraternally with the order of Odd Fellows and F. & A. M. of San Mateo.

Mrs. Henry C. Finkler

PROMINENT in the club life of the county and the State is Mrs. Henry C. Finkler, president of the Redwood City Woman's Club. Although one of the most active club-women of the county, Mrs. Finkler has devoted her energies to many other good causes which has placed her in the front rank of the county's leading women.

Mrs. Finkler has lived in California almost all her life. The last eight years she has spent in Redwood City. Her first work after taking up her new place of residence was to take a leading part in the organization of the Redwood City Woman's Club. Since then no woman has been more active in the affairs of the club than Mrs. Finkler. As an appreciation of her work and efforts the members elected her president of the organization last year.

Mrs. Finkler holds a high place in State clubdom, one of her most important connections being auditor for one term of the San Francisco District of the California Federation of Women's Clubs.

Few citizens have contributed more time and energy to Redwood City than Mrs. Finkler. Credit is due her for the annual May festival, famed throughout California. As an expression of Redwood City's gratitude to Mrs. Finkler for this work, the Board of Trade and the Floral

Festival Committee presented Mrs. Finkler with a gold and silver loving cup. The Board of Trade has sent Mrs. Finkler to represent Redwood at several conventions.

In addition to her club affiliations, Mrs. Finkler is a member of the George F. Evans Relief Corps and the Red Cross Society.

Edward W. Howard (Deceased)

UPON leaving College, Edward W. Howard entered the Export & Commission Firm of Otis McAllister & Company. The will of his father, Wm. H. Howard, who died in 1910, appointed him executor of the estate, which embraced vast holdings in San Mateo County, immediately adjacent to San Francisco, and a magnificent Ranch of forty-six thousand acres on the westerly side of the San Joaquin Valley.

These properties he handled with extraordinary ability, and in 1905 formed the Howard Cattle Company, of which Corporation he acted as the executive head from its inception to his death.

By its business integrity this corporation earned for itself a great name, and today stands as one of the premier live stock corporations of the Pacific Coast States.

In 1905 Mr. Howard married Miss Olivia Lansdale of Philadelphia, and of this union there have been born five children, Olivia, William Henry, Ann, Gertrude and Marion.

The home life of the couple was one of beautiful simplicity, and perfect understanding, and the children are exemplars of their union.

In 1904 Mr. Howard was appointed by Governor Pardee a member of the California State Board of Agriculture and he remained in this position until 1914. During his incumbency, the Association made remarkable progress and today ranks high throughout the country.

Mr. Howard was long a devotee of the kingly game of polo, and a player

of ability. The formation of the San Mateo Polo Club was his conception and the success achieved by that organization was, in large degree, due to his efforts as he was a controlling factor in the Club and served as a director thereof from its formation. It is generally conceded that no grounds excel in beauty, those of the San Mateo Polo Club. His love for the game and his association with things agricultural, naturally led him to take an active interest in the breeding of ponies, in which he proved very successful, and as a result the impress of the Howard ponies has been markedly felt throughout the United States, while many of them have been shipped to England.

As a tribute to his agricultural knowledge he was elected a member of the Live Stock Advisory Committee of the Panama Pacific International Exposition, and was also a member of the Polo Committee of the Exposition.

Mr. Howard's faith in California was complete, and preceiving the future of this great State, he, with two associates, in the latter part of 1912, secured an option upon eighty-six thousand acres of land on the east side of the San Joaquin Valley and worked actively and untiringly toward the development of this great property, forming as the holding company of the land a corporation, capitalized for ten million dollars, of which he was elected the president.

It was in connection with this very business that Mr. Howard entered the building in which the breaking of the elevator cables caused his untimely death.

As executor of his father's estates, he had apparently insurmountable obstacles to overcome, but to them all he brought to bear great discretion and good judgment. No one could come in contact with him and not feel impressed by the weight of his knowledge and dignity of expression.

As a result of the national fame which he had achieved, he was, shortly before his death, and without any previous knowledge on his part, unanimously elected a Director of the American Short-Horn Breeders' Association. This is a position usually greatly striven for; and no more eloquent tribute could be paid to his standing in the live stock world. He was also for many years a member of the executive committee of the American National Live Stock Association and a very dear friend of the president of that Association.

Mr. Howard was the president and executive head of the following corporations: William H. Howard Estate Company; Howard Ranch Company; Howard Cattle Company; San Mateo Development Company, and Black Mountain Land & Water Company. He was also a director of the National Bank of San Mateo, treasurer of the Church of St. Matthew of San Mateo, ex-president of the California Live Stock Breeders' Association and vice president of the California Cattlemen's Protective Association. Mr. Howard was also for many years a member of the Pacific Union Club of San Francisco.

It can truly be said of him that his earnest efforts were beneficial to society at large, and the results of his activities were felt at an age when most men are only commencing their life work.

He died at the age of thirty-six, and, had he been spared, it is impossible to conceive of any limitation to the achievements of his brilliant and fertile mind.

Martin H. Walsh

ONE of San Mateo County's oldest and most efficient peace officers is Martin Walsh, constable of the third township who preserves law and order in the aristocratic Menlo and Atherton districts.

Mr. Walsh came to San Mateo County thirty-six years ago. He took

up his residence in Menlo Park soon after his arrival and since then he has been one of Menlo's most highly respected citizens.

During his long residence in the county, Mr. Walsh has also been involved in public affairs. Thirty-two years ago he cast his vote for Judge Buck and P. P. Chamberlain and since then he has been linked with the political life of the county. He was one of the first school trustees of the Menlo district, was a deputy coroner under Dr. H. G. Plymire and is serving his second term as constable in the third township.

His record as a peace officer has not only been marked by a series of important arrests but by the fact that he has kept order in his district and made it noted for the few crimes that have been committed.

Martin Hurbert Walsh was born in Iowa on May 31, 1858. He married in Menlo in 1882 three years after coming to California. Mr. Walsh is a cement worker by trade. Among his fraternal affiliations is membership in the Knights of Columbus, the Foresters and the Woodmen of the World.

P. P. Chamberlain

MR. P. P. Chamberlain came to Redwood City in 1868. He accepted the first position that offered and became grocery clerk for Isaac M. Schlouecker. Soon after this he went into the merchandise business with W. J. Wilcox, and after the withdrawal of his partner, carried the business on alone, under the name of P. P. Chamberlain which firm is still in existence.

During early days of the grocery business, Mr. Chamberlain was elected county treasurer which office he has faithfully administered for more than thirty years.

Mr. Chamberlain is interested in the Redwood City Building and Loan Association and the Redwood City

Realty Company. He has always taken an active interest in the social side of city and county life, and now although seventy-four years old, he may still be seen enjoying himself at public functions, dances and receptions. He takes a keen interest in fishing. He is a member of the San Mateo B. P. O. Elks.

Mr. Chamberlain's boyhood life was spent in Ohio from which he went into the wilderness of Minnesota, and lived the rough and ready life of the lumber camps before he journeyed westward and threw in his lot with the old timers at Redwood City. He brought west with him an enviable record as a soldier.

Ellis C. Johnson

MR. Ellis C. Johnson is one of Daly City's most influential citizens as well as having the distinction of being that city's first Postmaster, and City Recorder ever since that municipality was incorporated. He is also serving as Justice of the Peace.

Mr. Johnson was born in Philadelphia, July 1860. He has been a resident of California since 1881, while San Mateo County has claimed him only since 1907.

Before coming to Daly City, Mr. Johnson was located in Stockton, being the superintendent for the Haggin and Tevis Ranch.

William H. Toepke

MR. Toepke has been identified with the profession of architect for the last eighteen years both in San Francisco and in San Mateo County.

He drew the plans for the San Mateo Union High School, the San Mateo central fire station, the Elk's Club, and numerous residences of Burlingame, San Mateo and Redwood City.

Among the many edifices for which Mr. Toepke has drawn plans in San

Francisco might be mentioned the Flatiron Building at Market and Sansome Streets, an apartment for the Cuneo Estate and the Doe Estate, the Mission High School and the Maskey Building, where Mr. Toepke has offices.

Mr. Toepke was born July 12, 1871 in San Francisco, and has lived in this city all his life, with the exception of the last eleven years when he has resided in San Mateo County. He received his education in the city's grammar and high school, and then later fitted himself for the profession which he is now following.

Mr. Toepke is interested in fraternal life and is a member of the San Mateo Elk's Club No. 1112. He served as Trustee for the City of San Mateo.

E. W. Florence

MR. E. W. Florence who holds a responsible position with the Pacific Gas and Electric Company in the county, is one of its foremost men.

Mr. Florence is a native son, being educated in the public schools of Chico, and then graduating from Heald's Business College in San Francisco.

On February 2, 1901 he entered the employ of the P. G. and E. Company. He represented this Company in Chico for eight and a half years; and was then transferred to Fresno as their representative where he remained for two years. From there he came to Redwood City where he has been for the last four years and a half.

Alfred F. Green

ALFRÉD F. Green was one of San Mateo County's most loyal citizens, spending the greater part of his life within its limits, until his recent death in December 1909.

He was a native of Vermont, coming to California as early as 1853,

settling first in San Francisco where in 1855 he was married to Mary C. Tilton. In 1858 he moved to San Bruno where he went into the dairy business, remaining there until 1865, when he removed to Millbrae, and established himself there in the same business. At Millbrae he joined with D. O. Mills and was with him for twenty years.

At the end of this period he was engaged by the Spring Valley Water Company to superintend the building of their concrete dam at Crystal Springs. He continued with this company until his death at Millbrae.

Mr. Green was a member of the Board of Supervisors for thirty years, and served one term in the legislature in the sixties.

Mrs. Guadeloupe Valencia

ONE of the names that comes to us from the earliest historical records of the county is that of "Valencia".

The Valencias were large landholders during the early pioneer days of the county and still retain a small portion of these large early holdings in the vicinity of San Bruno, where Mrs. Valencia and some of her daughters are still living in the family home, bordering on the State Highway.

Mr. Valencia came from a large family, his brothers being Leonard, Frank, Eustaquio and Antone. His father's name was Juan Sotelo Valencia.

Mrs. Valencia was married fifty-two years ago at the Mission Dolores which was established in 1777 in San Francisco. She was blessed with a large number of children—ten in all. The names of those still living are: Mrs. Petra Whitaker (whose husband ran the famous Union Hotel in San Francisco); Mrs. Francis Colleta; Mrs. Anne Fernandez, Miss Celestine Valencia, Mrs. Pauline Ford, Mrs. Clara Stevens, Mrs. Inez

Overholser, Mr. Samuel Valencia, and Mr. Edward Valencia.

Mr. Guadalupe Valencia had the distinction of belonging to the San Francisco Fire Department in the early days of that city, and was, just before his death, the oldest living member of that organization.

Mrs. Valencia was born in San Rafael, but was raised in San Mateo County where she has lived ever since being married.

James Daniel Hedge

THE name of James Daniel Hedge has been only comparatively recently inscribed upon the scroll of names which includes some of the brainiest men of the county—its newspaper proprietors and editors.

Although Mr. Hedge was born in Redwood City, he has been permitted by circumstances only recently to throw in his lot permanently with that city, where he is now the Managing Editor of the Redwood City Democrat.

Mr. Hedge received his early education in the Redwood City grammar school and Sequoia Union High School, from which he went to Stanford University, finally fitting himself for a business career by a course at Heald's Business College.

Mr. Hedge has lived in the state thirty-two years; been in Goldfield, Nevada three years and in San Mateo County twenty-six years. He was married May 1906 in Goldfield. He has two children,—Roland L; and Norman J. Hedge. Mr. Hedge belongs to Redwood Parlor No. 66 of the N. S. G. W.

Daniel P. Flynn

DANIEL P. Flynn was born and raised in San Mateo County, and has spent his busy and useful life in activities which have had the county of his birth for a setting. His recent appointment, on February 7, 1916 to fill the unexpired term of C.

D. Hayward (deceased), the former County Assessor, was a signal mark of recognition of the ability which has characterized all his business career.

Mr. Flynn was born in Redwood City on November 23, 1875. He attended the public schools of this city, and later embarked in a business career, in which he has successfully devoted his energies to farming and the contracting business. He is trustee of the Selby Estate which is estimated to amount to about three-quarters of a million dollars.

It is an interesting fact that Mr. Flynn is still living in the very house in which he was born, and to which many pleasant memories of early childhood are attached. His father's name was Martin Flynn. Mr. Flynn is married and has four children,—Mary, Agnes, Martin and Francis.

Hugo Pinkney Frear

MR. Hugo Pinkney Frear, after about thirty years of residence in various parts of California, finally decided, eleven years ago, to go to Burlingame, then a little village. He was one of the first to build here; and so well pleased that he is still residing in this place.

Mr. Frear's profession is that of Naval Architect at the Union Iron Works where he has been associated with Mr. Geo. Dickie in the building of some of the greatest battleships and cruisers of the American Navy. He is a graduate of Oahu College, Honolulu and Worcester Polytechnic Institute at Worcester, Massachusetts.

Mr. Frear took an active part in the incorporation and the improvements of Burlingame; and it was through his efforts that this city received its public library site. He served on the first board of trustees and was elected the first chairman of the town board.

Mr. Frear was married in 1891 in San Francisco. He has a daughter Beatrice. Mr. Frear's father was the Rev. Walter Frear, D. D.

Mr. Frear is a member of the Institution of Naval Architects of London; Society of Naval Architects and Marin Engineers, N. Y.; Society of Naval Engineers, Washington, D. C.; National Geographical Society; American Association for the Advancement of Science; Smithsonian Institue, Washington, D. C.; and the Commonwealth Club, San Francisco. Mr. Frear has served on the committee of the International Engineering Congress during the recent Exposition.

He has been naval architect for the Union Iron Works for the last thirty-two years, superintending the designing and construction of 141 vessels including battleships, armored cruisers, cruisers, monitors, gun-boats, torpedo-boat destroyers, torpedo boats, submarines, passenger steamers, freighters, tankers, ferry-boats, brigs, tugs, yachts and other craft. He designed the 23-knot cruiser Chitose for the Imperial Japanese navy in 1899, the fastest cruiser to date, built in America. He designed and patented the ore-carrying fleet for the Bethlehem Steel Company and executed the plans for the great dome of the Lick Observatory at Mount Hamilton.

Clarence Decatur Hayward

MR. Clarence Decatur Hayward was serving his sixth term as Assessor of San Mateo County when his sudden and entirely unexpected death on January 21, 1916, deprived the county of one of its most trusted and highly respected servants.

Mr. Hayward was born in 1863, and spent the early part of his life at the home of his parents in Pescadero, San Mateo County. Part of his youth was spent working in his father's lumber mill where he ac-

quired a knowledge of the lumber business. He was elected Assessor of San Mateo County in 1894, and has held that office ever since.

Mr. Hayward is the son of B. and Cornelia S. Hayward, and is survived by Mrs. Maud Merrill Hayward, Mrs. A. S. Kelenborn, and Mrs. David Moore. He was a member of Redwood Lodge of Masons, San Mateo Elks Club and Redwood City Native Sons. The Hayward home is located in Redwood Highlands, Redwood City, San Mateo County.

Timothy Guy Phelps

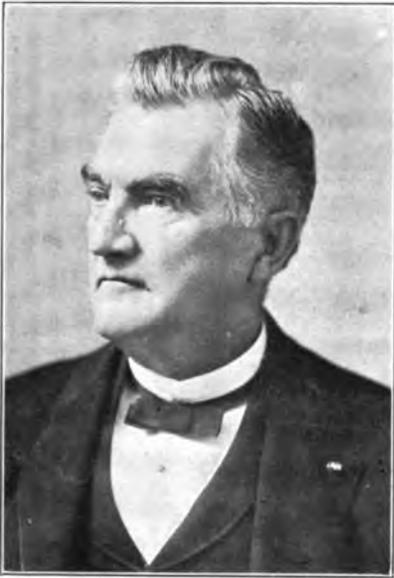
FOREMOST among San Mateo County's greatest men and best loved pioneer, stands the name of Timothy Guy Phelps, statesman and farmer.

Big hearted, strong and lovable—his accomplishments are written large upon the scroll of the county's greatest achievements, as well as those of the state. Many times a State Assemblyman and Senator, once United States Congressman during Lincoln's administration, twice Collector of the Port of San Francisco, Regent of the University of California for 21 years and Chairman of the Lick Observatory during that time—these were some of the posts of trust held by Timothy Guy Phelps.

Timothy Guy Phelps was born in Chinango County, New York, December 24, 1824. He received a common school education, and when twenty-one he went to New York City to study law. A few years later, when news of the discovery of gold in California reached New York, Mr. Phelps started for California by way of Panama, arriving in San Francisco on December 14, 1849, after a passage of one hundred and two days from Panama. He started immediately for the mines in Tuolumne County, and engaged in river mining with but scant success. Here he spent the following spring and winter.

On his return from the mines to San Francisco, he first engaged in the mercantile business in that city. Afterwards he became a partner of Jim Dow, one of the most successful of the early Californians, and well known to all the early timers.

In the great fire of 1851, he sustained great financial loss, but before the embers had cooled, he started in to rebuild. He was again successful and soon recouped his former losses.



About this time he bought a large ranch of 3500 acres in San Mateo County where San Carlos is now located. Here he spent all his spare time engaged in agricultural pursuits.

During Mr. Phelps' many trips on business down the peninsula to secure options on grain crops, he journeyed as far south as San Juan, and soon became imbued with a love for the country around San Carlos and then made up his mind that here was the place where he would like to make his permanent home. A short time afterward he became one of the owners of the Rancho de las Pulgas

—and continued to add to his holdings until he had acquired 3500 acres.

Mr. Phelps took an active part in the stirring historical events of '51, when the masses of the law-abiding people organized under the name of the Vigilance Committee to suppress crime and restore order. In 1853 Mr. Phelps journeyed east, and was united in marriage to Miss Sophronia J. Jewell of Guilford, New York. He became a member of the first grand jury held in this county, August 1st, 1856. In this year his public career really began when he was elected to the State Legislature from San Mateo and San Francisco Counties on the first Republican ticket ever presented to the voters of this electoral district. It is interesting to know that today this district still remains.

In the role of legislator in the Assembly, Mr. Phelps showed such ability that he was sent to the Senate, at the next election. In representing his constituents in the Senate Mr. Phelps led the opposition against what was known as the Parson's Bulkhead Bill, which would have given control of the city's entire water front to a company of capitalists for a period of fifty years, and equipped them with the right to charge a toll on all in-coming and out-going merchandise, thus throttling the commerce of the city and ruining competition. His fight against these big interests gained him great popularity and the confidence of the people.

In 1858, he was re-elected to the Senate, contesting the election with Major-General Halleck, afterwards commanding general of all the Union armies. In March, 1857, when senator from the Fifth Senatorial district, (S. F. and S. M. Co.) Mr. Phelps introduced into the State Legislature "An Act to reorganize and establish the County of San San Mateo, which became a law in

April 18, 1857. This act defined the southern boundary, and provided for an election to be held in the following May. Mr. Phelps served in the Senate from 1858 to 1861, introducing the first street railway bill for the City of San Francisco.

In 1859-60, the contest to steal the waterfront of San Francisco was renewed with greater determination than ever. Mr. Phelps again threw himself into the fray as champion of the people against the powerful syndicate of capitalists backing this nefarious movement. His fight in the state legislature is historic.

In 1860 he became vice-chairman of the state convention which met in San Francisco to send delegates to the memorable convention in Chicago that nominated Abraham Lincoln for President. His services in the State Legislature as an assemblyman covered several terms, and extended over a period of many years.

Mr. Phelps joined the Society of California Pioneers in 1861, and was later elected Vice-President of the organization.

In 1861 he attended the Republican State Convention at Sacramento, being a candidate for nomination for Governor of the State, but withdrew in favor of Stanford. He was, however, immediately nominated for Congress, and elected by a majority of 20,000 votes, serving from 1861 to 1863. He took a prominent place in Congress, his duties bringing him into close touch with President Lincoln who became his intimate personal friend. Lincoln consulted him on all issues pertaining to the Pacific Coast. Serving during the Civil War, he was known as the "War Congressman."

Upon Mr. Phelps' return from Congress, he found upon investigation that the officers in charge of the Presidio were all southern men, and were just ready to deliver the state to the Confederacy. He immediately informed President Lincoln that

plans were made and mature to split California from the Union. Lincoln immediately sent a relief and removed the Presidio officers, replacing them with true adherents of the Union cause.

Among other measures, he voted for the abolition of slavery in the District of Columbia.

Mr. Phelps performed one of his greatest services to the State when he was chosen and sent to represent the ranch owners and bankers of California, to protest the attack on the validity of the Spanish Grants, and particularly the boundaries of the Pulgas Rancho. The bill was killed in the committee, and this unjust legislation was crushed forever.

Before Mr. Phelps arrived in Washington upon this mission, one of the Committee who had this matter in charge, asked Senator Sergeant, who they were sending from California. "Why", he said, "Farmer Phelps." After Mr. Phelps' speech before the Committee, this same man remarked to Senator Sergeant, "I'd like to know—if those are the kind of farmers in California—what kind of statesmen have you there? I would like to live in that state."

A few years later his wife died.

While in Congress, he voted for the first street railway bill of the city of Washington. He was prominent in securing the passage of the overland railroad law, and in conjunction with the California delegation, succeeded in placing a representative from the Pacific Coast on the Supreme Court Bench of the United States.

On January 24, 1870, he was appointed by President Ulysses S. Grant as Collector of Customs in San Francisco, for a period of four years. In the same year he was married to Josephine A. McLean of San Francisco, a daughter of one of the old pioneers.

Five years later, in 1875, he accepted the Republican nomination for Governor as he was in favor of uniting the Independent and the Republican parties. Governor Pacheco and others assured him that he could thus strengthen the Republican party. But two weeks later the Independents under Booth, Swift and Estee reconsidered, and concluded to nominate a ticket of their own, believing they would again control the state. It was a hard fight. Irwin, of course, was elected, but only by a majority of 435 votes. Although the Republicans lost the governorship, they succeeded in holding their party together, and thereby crushing the Independent party whose main object was hostility to the railroads.

Mr. Phelps became Regent of the University of California in 1878, and spent much of his time during the following years in the upbuilding of the State university.

One of his most public-spirited acts was giving the railroad—later known as the Southern Pacific—its present right of way from Belmont to Redwood City. On January 4, 1890, he was again appointed Collector of the Port of San Francisco under another president,—Benjamin Harrison. During the same year he was decorated with the United Order of the Loyal Legion of the United States for distinguished services to the government during the war.

Timothy Guy Phelps lived to the age of seventy-three years, and at the time of his death was the picture of robust health and strength. His demise was due to an accident. He passed away on Decoration Day, May 30, 1899.

The bulk of his large estate was left to his widow, although he remembered his brothers and sisters and their heirs in a substantial way. He left no children.

The life of Timothy Guy Phelps was an honor to the state and the

county where he made his home. In his speeches—particularly his memorable speech on taxation—his voice was ever heard in the defense of labor and the industries of the people.

His domestic life was particularly happy. In Mrs. Phelps he had a helpmate whose unflinching sympathy, social tact, and clear-headed advice in all matters, did much to enable him to successfully follow his career.

The name of Timothy Guy Phelps stands to-day an honor to the State of California, revered by her citizens and beloved by her people. Honesty of purpose, uprightness of living, protection to the growing Republic; combined with gentleness and a loving nature, have endeared his memory in the hearts of all.

* * *



W. J. Martin

One of the Leading Spirits in the
Upbuilding of South San
Francisco

Mr. Robert Sheldon Thornton

THE life history of Mr. Robert Sheldon Thornton reads more like a narration based on fiction, than the actual events of a most useful and instructive career of one of San Mateo county's leading citizens.

Mr. Thornton was one of the earliest settlers in the county and took an active and unselfish part in the upbuilding of the community, assuming the role of democratic leader for a considerable period.

When 33 years old he reached San Francisco, in the year 1852. He did not take the long route around the Horn but came by way of Panama. He crossed the Isthmus via the Chagres River; braved and survived the dangers of yellow fever—although he was himself stricken with the disease—and after interminable delays, he set sail again on the Pacific side of the Isthmus, and in time reached San Francisco. He landed with 50 cents in his pocket, but full of confidence and enthusiasm. As luck would have it, while in search for his brother, the first man he saw was a friend whom he had outfitted the year previous for California with three hundred dollars. This man whose name was Charlie Ford, luckily was able to reimburse Mr. Thornton and thereby pay off his earlier indebtedness. Later, fully recovered from the yellow fever, Mr. Thornton set about establishing himself firmly in California.

Before we follow Mr. Thornton in his admirable career in California, let us hark back to his earlier days in the east, before he was influenced to try his fortune with the other Argonauts in the golden west.

His father was Deacon Eaton Thornton, a well-to-do farmer of Johnston county, R. I. Robert Sheldon Thornton was born October 31, 1819, just seven years after the war of 1812 against Great Britain. Today Mr. Thornton, although ninety-seven

years of age enjoys excellent health.

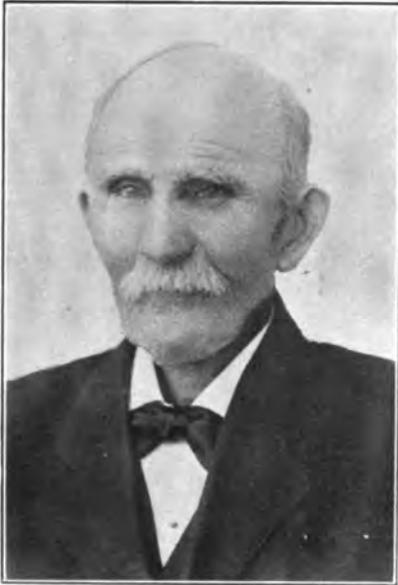
He was one of a family of eight, consisting of three boys and five girls. The girls received an excellent education, but the boys were expected to get out and meet the world at an early age, and shift for themselves. Robert Sheldon proved no exception to this rule and was soon sent to work in a blacksmith and carriage-maker's shop. He enjoyed this work and very soon demonstrated to his employer that he was a workman of no mean ability.

He soon went into business for himself; and was from 1844 to 1851 doing a general blacksmithing business and building carriages of all kinds in North Scituate. These years were the formative period in Mr. Thornton's life, and although he worked hard, there were pleasant hours of relaxation spent upon the water; for North Scituate in those early days was an important shipping center as well as harbor and rendezvous for whaling vessels. It was then that Mr. Thornton learned to sail a boat, and this knowledge stood him in good stead in his early days in California, as his first job here was on board a vessel plying up and down the bay of San Francisco.

In 1827 he was married in Rhode Island to a farmer's daughter. There were two children by this union and both died within a year of their birth and were later followed by their mother who passed away with quick consumption. A second marriage in 1849 in North Scituate, R. I., was more fortunate. The second wife lived to a ripe old age; and only on July 27, 1912 passed away. She is survived by one daughter, Mrs. Josephine Lindsey who is now living with Mr. Thornton; and is his companion in his declining years.

In his younger days in North Scituate, Mr. Thornton was a leader in many ways among the young men of that period. He was director of the

North Seltuate band, and now has stored away among his most precious possessions the E flat bugle which he played. But honors did not come singly, and when only eighteen years old he received from Governor King of Rhode Island his commission as Captain of a military company,



which he led for a long time, in the town of Gloucester.

In 1851 he turned his face toward California and entered the second period of his life. It was not long after he arrived in California that he directed his attention to the acquirement of land from the Government. In 1853 he settled on 160 acres of government land located about six miles south of where the Cliff House now stands. The first blacksmith shop in this locality was started by him. He worked industriously at this trade, combined with carriage-making, and was soon able from the proceeds thereof to acquire more land, so that it was not many years before he was the possessor of more than five hundred acres of the choicest land in that vicinity. In after years Mr. Thornton sold at va-

rious times parcels of this land when the increase of its value warranted a sale. Nevertheless at the present day he still holds 160 acres, his home and a number of lots—all valued at a very high figure.

Before Mr. Thornton had resided in the state many years he began to attain an enviable political prominence. Following in the steps of David Cook, the first supervisor of San Mateo County, he was in the fall of 1858 also elected supervisor, which office he held for five years. As he became more prominent in politics he was elected county chairman of the Democratic Committee, and held this office for a long time. His object in assuming this last office was to hold the democratic party together, which he was a prominent factor in doing. He was also nominated several times by the democrats for state senator, but as the county was overwhelmingly republican, he never attained the satisfaction of holding this office.

Had Mr. Thornton taken no further part in San Mateo County activities than the part he assumed in the famous case of the United States Government versus Laguna Merced Rancho, in which he was the representative of thirty property holders whose titles were in peril of being lost—his name would go down in the annals of the county in grateful remembrance. Each of the thirty litigants had valid claims to 160 acres of land apiece; and as these claims were in dispute, they made Mr. Thornton their attorney. The case was tried in the district court and later in the Supreme Court. After six years they won their case. The decision was handed down by Judge Field who was appointed by Abraham Lincoln. By the decision which was unanimous, the thirty legatees together with Mr. Thornton, secured patents to their land. Judge Field who was a friend of Mr. Thornton, personally congratulated him upon his victory.

When the government made a systematic survey of this land, Mr. Thornton assisted in the surveying work, and the sectionizing of the land in the neighborhood of Colma for settlers.

Although Mr. Thornton never joined any fraternal societies, he has always shown a willingness to assist financially various organizations and associations as well as religious orders, no matter what their creed, when the demand made upon him was just. He has always contributed generously to churches and benevolent organizations.

Having lived a well ordered and useful life, and outlived most of his early associates, Mr. Thornton has, in keeping with the well ordered and methodical habits acquired in his busy life—already laid his plans for the disposal of his large estate. He owns a private burial ground in North Scituate where it is his desire to be laid to rest with the members of his family who have gone before.

Edward Rucker Dixon

ONE of the most popular young men in the banking circles of San Mateo County is Edward Rucker Dixon, who was born at Merced, California, March 21, 1883. After leaving high school, he secured a position with the bank of Newman, California, where he remained for twelve years, serving faithfully in every branch of the banking business. It is partly due to his efforts that this bank has been developed to one of the most influential banks of the great San Joaquin valley.

Mr. Dixon came to the National Bank of San Mateo, January 10, 1916, to fill the position of cashier, being selected from a large list of applicants. In the selection of Mr. Dixon as cashier, the National Bank of San Mateo feels that it has added another good asset to the city of San Mateo as well as to its working organization.

Mr. Dixon is fraternally connected with the B. P. O. Elks, F. & A. M., and Knight Templar lodges.

Ed. T. McGettigan

ABOUT five months ago a new Chamber of Commerce sprang into existence in Redwood City that has already done as much for the advancement of its chosen field, as any similar promotion organization in the entire State.

The creator and moving force of this association is Mr. Ed. T. McGettigan who has made community building, trade-development and trade-protection a life study.

Mr. McGettigan was born in Vallejo, California, March 3, 1875. Early in life he attended the "College of Hard Knocks," obtaining his education in a life of practical experience, including in his curriculum, salesmanship, government clerkship; and finally taking up newspaper work, which he followed for twelve years. His newspaper experience covered a field ranging from San Francisco to Denver.

The positions he is now filling are: Secretary-Manager of the Redwood City Chamber of Commerce, and General Manager of the Peninsula Industrial Commission, an organization formed for the purpose of making known, through widespread newspaper publicity, the merits of San Mateo County. In a little over two years, Mr. McGettigan's articles on the good roads of San Mateo County have been published in magazines and papers in nearly every state in the Union as well as in Canada and Australia, being largely responsible for the recent development of the County during the last two years.

Mr. McGettigan lives in Wellesley Park, Redwood City with his wife and four children. He is Past Exalted Ruler of Vallejo lodge of Elks, the B. P. O. E., being the only fraternal order of which he is a member.

John J. McGrath

SAN MATEO is fortunate in having so many of San Francisco's substantial business men listed among its residents. John J. McGrath is one of them who, although burdened with the responsibilities of an important position, gives painstaking support to every movement for the good of the city and enables the community to reap the benefit of having men of his type as a resident.

Mr McGrath is an expert sales-manager, having been in this line for twenty-five years. His first sales position was with Swift & Co., when he had emigrated from Ireland and settled in Chicago. Two years later he came to California and became identified with the Western Meat Company. He ascended to the position of assistant sales manager in the eighteen years he was with this company. He left them five years ago to become traveling representative in San Francisco for Folger & Co.

In his twenty-five years experience in selling goods, Mr. McGrath has handled hundreds of salesmen and has become a recognized expert in this work. The rules and suggestions that he makes for his men, have proven so valuable that his friends have urged him to print them in book form, that more persons may benefit from them.

The heavy tax that business imposes on Mr. McGrath's time has not prevented him from taking an active

part in civic affairs, and every movement that is launched for the public good, finds him a substantial backer.

John McGrath was born in Lime-
rick, Ireland, on July 23, 1872. He received his education in his native land. With the exception of two years spent in Chicago, Mr. McGrath has lived in San Mateo continually since coming from Ireland twenty-five years ago. He married Miss Mary Kelly, a native of San Mateo. His daughter Carmelita, aged 13, is a pupil in the San Mateo schools, while his son, John G., aged 18, is preparing for the priesthood at St. Patrick's seminary. His youngest daughter, Manolln, aged 6 years, is also a pupil of the San Mateo public schools. Mr. McGrath is a property owner in both San Mateo and Hillsborough.

John J. McGrath has recently, on January 7, 1916, been appointed by President Wilson to be postmaster of San Mateo for a term of four years, relieving Thomas E. Byrnes, whose term expired Dec. 20, 1915. Mr. McGrath was specially endorsed for this office by the Democratic County and State Central Committees, and by United States Senator James D. Phelan.

The office of Postmaster is an important one, as it carries a great responsibility; and those who are appointed to this office may consider themselves highly honored by the trust imposed in them by their fellow townsmen, as well as by the Chief Executive of the United States.

PART THREE

INDUSTRIES OF THE COUNTY

BECAUSE of the configuration of the bay coast of San Mateo County, this area offers exceptional opportunities and advantages for the establishment of manufacturing enterprises. Deep water is available at several points along this stretch of bay shore—particularly at South San Francisco and Redwood City. Many factories are established at these locations—some of them the largest of their kind upon the Pacific Coast. The following industrial sketches describe some of the most important of these manufacturing enterprises. Although San Mateo County is primarily a residential county, with the various home sections clustering, for the most part, upon the first slopes of the foothills rising to the San Morena Mountains to the west—the lower lands along the bay shore are peculiarly adapted to manufacturing purposes. This coordination of industrial districts and suburban areas—isolated from one another—is peculiarly advantageous to the county, giving it a most substantial foundation for future development.

The MacRorie-McLaren Company

THE MacRorie-McLaren Company was incorporated in the month of September 1910.

At that time they took a parcel of land a short distance below San Mateo and constructed thereon greenhouses of the most modern type, being steel frame structures, balloon type, constructed with no posts or interior supports of any kind.

In laying out this range of glass a potting shed was provided for, which is approximately thirty feet high and forty feet wide. Radiating from this main shed are houses which are reserved for the culture of special plants. The building is so constructed that as the Company grows it is possible to continue the potting sheds and also add side wings. When the

structure is finally completed it will beyond a doubt be the most modern building of its kind west of Chicago.

Another feature of the MacRorie-McLaren Company's nursery is a lath house. This building is about three hundred feet long and one hundred feet wide. Instead of following the stereotyped lines of flat roofed lath houses this Company has a very unique and ornate structure which is undoubtedly the finest lath house of its kind.

In this house may be seen plants from all portions of the earth, Rhododendrons, Kalmias, Andromedas, the rarest Kentias, Arecas, Phormiums, Lapagerias, and Tree Ferns, etc.

Another feature of this nursery is the quantity and variety of outdoor

shrubs that are grown on a total area of twenty-five acres. There are an unlimited variety of native and exotic ornamental outdoor shrubs. Australian and New Zealand introductions are to be seen in quantity, among them a great many standard and recently introduced varieties of Veronicas, Melaleucas, Hakeas, Cestrums and Acacias.

It is the practice of this Company to lift and ball all their stock every year, so that there is no possibility for their patrons to obtain root bound or defective plants.

The system of cultivation in this nursery is also the most modern type. Throughout the summer months the ground is pulverized by an automatic disk motor cultivator. This instrument is operated between the nursery rows. It stirs and pulverizes the ground, leaving it in perfect condition for plant life. After the cultivation has been carried on the plants are irrigated by irrigating ditches.

It is estimated that this nursery turns out between two and three hundred thousand plants per year, and imports between ten and fifteen carloads from different parts of the world.

The collection of Orchids including Cattleyas, Phalaenopsis, Dendrobiums, Laelias, Cypripediums, etc., seen at the Conservatories of the MacRorie-McLaren Company are probably unexcelled anywhere on the Continent. Plants in these conservatories have been shipped to every part of Europe and some of them even graced the Royal Conservatory of the King of England, also the Conservatories of wealthy families in India and France.

In addition to the nurseries at San Mateo this Company has an office in San Francisco where they carry on an extensive landscape business. Mr. Donald McLaren, assistant Chief of Horticulture at the P. P. I. E. is at the head of this Department and his

great ability has been displayed in the many estates and private gardens which have been laid out under his supervision.

At the P. P. I. E. this Company exhibited the finest collection of Orchids and Phalaenopsis that were ever exhibited in the history of the world. There were more than 20,000 blooms of Phalaenopsis in variety and over 5000 rare Cattleyas. The plants were dexterously hung from branches of gnarled oak trees, showing the plants growing under conditions similar to those in their native surroundings.

The Studio Shop

TO start a new business in any community demands a combination of the pioneer spirit, with its faith in the future, together with courage to await the fruition of conservative policies. Because they possessed those characteristics, Ralph and Dorothy Crawford started an Art Shop and Photographic Studio in the town of Burlingame where the demand for such a business was not at first recognized.

They are among Burlingame's most enthusiastic admirers; for as Mr. Crawford says, "We like Burlingame and Burlingame has been good to us. We are endeavoring to build up a business in a new field, on the very unostentatious, but, as we believe, the very wise policy of rendering such satisfactory service that people shall prefer to bring us their patronage, rather than on much acclaiming of past performance or on any claim of rendering a service at less than market value."

Mr. and Mrs. Crawford, the latter known to her patrons as Dorothy Crawford, have had plans drawn for the construction of a new building which they hope to occupy this summer, with their combined businesses of art shop and photographic studio, under the name of The Studio Shop.

Mrs. Crawford is a portrait photographer who has broken away from the established rules of studio portraiture, and now makes pictures, to use her expression, "Just as I please", with the wonderfully pleasing result of achieving distinction without fadism. Mr. Crawford makes a specialty of out-door photography, and has furnished the photographs for many of the illustrations in this book, including the frontispiece.

A distinctive characteristic of this new Art Shop and Studio is the service feature, both Mr. and Mrs. Crawford being willing to place at the disposal of their patrons, the same taste and artistic judgment which they have employed in the appointments and decoration of their business home.

The George H. Irving Company

SIX years ago George H. Irving investigated the entire State from a real estate development standpoint, with the view of selecting the best locality for future development. After most careful analysis he selected the Peninsula. The selection was due to three main reasons: First, San Francisco is bound to expand down the mainland. Second, values were very low compared to other sections, considering the time necessary to get there, thus insuring a good profit to buyers. Third, because of the great natural beauty and ideal climate.

In 1910 Mr. Irving bought the famous Coleman tract opposite the Flood estate in Menlo Park. Many houses have been built on this property by some of the most prominent San Francisco families. Mr. Irving followed out the modern idea by putting in the most high grade improvements with high grade building restrictions. A few years later the George H. Irving Company was incorporated with Mr. E. S. Tanner as secretary.

The Company, in conjunction with Mr. E. K. Wood, purchased the

famous Dingee estate, situated in Redwood City, fronting the State Highway and stretching from there to the first rise of foothills. They changed the name of the property, when subdivided into large lots, to Redwood Highlands. This property the George H. Irving Company planned to make one of the ideal home sections down the Peninsula; and with the modern idea of service they have built up a community which, in beauty and as an investment, has no equal.

Over one hundred and twelve homes of satisfied buyers are located on the Highlands. So successful were they with this property that they have just purchased the three hundred acres of hill land immediately adjoining Redwood Highlands on the west. This purchase was made in conjunction with some of the most prominent capitalists in the west.

The George H. Irving Company has also carried on a most successful and extensive brokerage department, operating in various properties in the district between San Francisco and Gilroy. The experience of Mr. Irving and Mr. Tanner, in these various capacities, has qualified them to act as experts on any land value down the Peninsula. The San Francisco offices of the Geo. H. Irving Company are located in the First National Bank Building.

Brief History of Western Meat Company

TWENTY-FIVE years ago, the South San Francisco Land & Improvement Co. purchased 5000 acres of land, located in the northern part of San Mateo County, plotting the town of Baden, now known as South San Francisco. They erected, at that time, on the shores of San Francisco Bay, a packing plant for the handling of beef, mutton and pork and the curing of meat products.

The products of this Company were principally disposed of in San Francisco, Oakland and San Jose during the early period of the Company.

On March 17, 1894, the Western Meat Co. was incorporated as subsidiary to the Land Company, capitalized at \$1,000,000.00. In 1894, Mr. Le Roy Hough was appointed Vice-President and General Manager of the South San Francisco Land & Improvement Co. as well as the Western Meat Co. and under his efficient management, the foundation of the present well established business was laid. During the years from 1890 to 1900, approximately 250 to 300 men were employed at the packing plant engaged in the preparing and distributing of their products, the average sales being not far from \$4,000,000.00 yearly.

In the great fire of 1906, their City offices and smoke houses were destroyed, but within two years after, a modern, reinforced concrete building was erected on the old site at a cost of over \$200,000.00. The earthquake did not destroy the packing plant however, and during the first few weeks thereafter, the Western Meat Co. furnished the United States Government, as well as the San Francisco Relief Committee with enormous quantities of their products, including large amounts of canned meats.

Keeping pace with conditions, other distributing houses were established at Sacramento, Fresno and Stockton; also car routes, with distributing services over the different railroad lines tributary to San Francisco. The Western Meat Co. operates forty-five modern refrigerator cars for the transportation and proper distributing of their products.

In the year 1908, they added a full and complete line of products, the sales of which have kept pace with the growing business. A well appointed and up-to-date creamery was established and operated at 6th &

Townsend Streets, known as the Manchester Creamery. They also own and operate a modern cheese factory in Mendocino County.

In 1911, at the death of Mr. Le Roy Hough, Mr. F. L. Washburn succeeded as President and General Manager. The business has been gradually increasing in importance until, at the present writing, approximately 500 employees are on the weekly pay roll at the packing plant, while the entire organization, made up of the personnel of the general office, branch houses, salesmen, etc., exceeds 850 and the pay roll approximates \$10,000 weekly. The sales for the year 1915 were in excess of \$10,000,000.

The prestige of the Western Meat Company is everywhere manifest among their discriminating customers. The ever increasing output and sales is an evidence of the increasing popularity of the fresh meats and provision products, which are put out under United States Government inspection service, and is today the only meat packing plant operating under Government inspection service in San Francisco and northern California.

Plans have recently been drawn for large additions to the packing plant at South San Francisco, requiring an expenditure of \$150,000.00 made necessary in order to take care of California increasing hog production.

Employees are encouraged to become identified with the firm through stock ownership. The company co-operates with its employees in securing first class hospital service, and the management is constantly on the alert to improve working conditions.

Steiger Terra Cotta & Pottery Works

THE average observer does not see any beauty in the cloud of dust following the harrow of the farmer, but to the eye of the farmer

there appears a field of waving grain and the promise of harvest.

Nor would thousands of people traveling daily back and forth between the cities of San Mateo County and San Francisco ever imagine that artists are busy making the dreams of architects into beautiful realities out yonder at Point San Bruno.

of red hot kilns, but seek the easel of the strange man there who can hold fast in clay your most elusive fancies. Or stand by others who are fashioning beautiful building blocks with which to enrich the structures of man in our great cities.

This is an invitation and there goes with it a promise that you will



Very few of us think of anything soulful or inspiring in a piece of clay. It is but a bit of inferior earth, an unfit companion for soil. True it may be used to make common bricks and common pipes, but what sort of beings would ever think of pursuing Art in Clay? If you would have an answer to this question turn from your usual course in motoring through South San Francisco and take an hour with the silent workers in clay. Heed not the dust from ponderous grinding mills, nor the roar

be entertained in a most unusual manner with a real live moving picture—not of Indian pursuit and cowboy rescue, but of the rescue of a piece of clay from the oblivion of earth and its glorification in shaft and architrave.

The City of South San Francisco is the place where Terra Cotta enrichment was made for many of the prominent buildings of California, a partial list of which we give below:

Some of the common things made by this concern are, sewer pipe,

chimney pipe, flue lining, fire brick, furnace tiles, conduit tiles and acid wares.

Some of the ornamental things made by this concern are, urns, vases, seats, fountains, sun dials, garden ornaments, "gobelin" and brick.

The following are a few of the terra cotta and pressed brick buildings:

The High School, Town Hall and Library in Redwood City; the City Hall in Burlingame; the Hotel, Bank and Royal Theater, South San Francisco; the Rialto, Monadnock, Grant, Hooker & Lent, Y. M. C. A., German House Association, Physicians' Building, Humboldt Savings Bank, Levi Strauss, Jewelers' Building, Adam Grant, Lathrop, Ghiradelli, Doe Estate, Jean Parker School, Girls' High School, Oriental School, Hohweissner, Lent, Peltien and Payne residences, Macbeth Apartments, Holluschick Club, Olympic Club, California Pacific Title, Underwood, Press Club, Holy Cross Mortuary Chapel, Polytechnic High and Polytechnic Schools, Mary Elizabeth Inn and Sacred Heart College in San Francisco; the Capital National Bank, People's Saving Bank and State Armory in Sacramento; The Bank of Arcata; The Bank of Eureka; the McHenry Library, Modesto; the Pathological Building, San Francisco and Polytechnic High School.

Pacific Coast Steel Company

THE Pacific Coast Steel Company is the only concern west of the Rocky Mountains making steel by the "open hearth" process.

The nucleus of this company was started in 1909 by D. P. Doak, and plans were made for a modern plant at South San Francisco. In the year 1911 a consolidation was effected with the Seattle Steel Company and the Portland Mill—thus giving the organization three mills. The South San Francisco plant was opened

January 2, 1912, employing at the outset from 150 to 200 men. Today about 400 men are on the company's payroll in that city, while the entire organization employs about one thousand men in all.

The South San Francisco plant has specialized on bars of several kinds and shapes, among them corrugated squares and rounds, twisted squares, merchant bars and angles.

The twisted and corrugated bars are only used in reinforced concrete construction; and so great has been their output, that it has immensely increased the California cement output; its allied industry. This is particularly noticeable in the increased erection of reinforced concrete bridges and buildings upon the Pacific Coast.

The Pacific Coast Steel Company has furnished nearly all the reinforced steel used in the concrete piers on the San Francisco waterfront. It furnished the steel for the foundation of the Ferry Building, the Incinerator, the Sub-Treasury Building of the Municipal Auditorium and many others.

The Company is reaching out successfully for business into the Orient and Honolulu.

Mr. E. M. Wilson is president and treasurer of the concern; D. P. Doak and William Pigott, vice presidents; W. S. Burt, secretary; and E. S. Houdlette, assistant secretary.

Burlingame Publishing Company

THE Burlingame Publishing Company is the only real publishing house in San Mateo County. About three years ago the owner of the printing plant in Burlingame conceived the idea of enlarging the plant to a point where all kinds of book work could be handled with the same facility as the larger printing plants in the metropolitan centers. The equipment has been added to since that time, until now the plant is as complete as any. There are many

larger printing plants in the state, but none have better machinery than has the Burlingame Publishing Company. A book cylinder press, a linotype machine equipped with the latest book type faces, a power stitcher, and numerous small machinery necessary to a complete plant are installed; and to this more recently has been added a book bindery. This book, *The History of San Mateo County*, including printing and binding complete, was the product of this shop from cover to cover. Hundreds of pieces of high grade printing are being produced by the expert force employed. The foreman of this plant, Mr. George P. Pracna, spent eleven years in one of the largest book plants in Minneapolis. Mr. L. B. Lawrence in charge of the linotype department, is a printer and operator of fifteen years' experience in California, and Mr. Jos. Trainor, is from Boston where he spent years in the big printing plants as an expert pressman. The book bindery is in charge of Mr. B. B. Kaufman, an expert in his line who spent many years in the large plants in Chicago.

The Burlingame Publishing Company publishes *The Burlingame Advance*, a weekly paper that serves the locality. The owner of the publishing business and the Editor of *The Advance* is Mr. S. D. Merk who has spent twenty years in the printing business and as editor of papers in California.

The Enterprise Foundry Company

THE Enterprise Foundry Company was founded as the Enterprise Foundry in October, 1886, by co-partnership of H. Schrader, H. Martens, J. W. Heaney, and A. Anderson.

The location was on Spear Street between Folsom and Howard Streets. After one year's operation as a jobbing foundry, it was found that the quarters were too small, and a new location was found on Folsom near

Main Street. Here, the business was carried on successfully with H. Schrader acting as business manager and H. Martens, as production manager.

These gentlemen deserve a great deal of praise for the efficient manner in which they handled this foundry business. In these modern days of short hours and high efficiency, we can but pause and wonder at the achievements of these gentlemen, and their crew.

The writer recalls with great interest, the scientific manner used by H. Schrader in the handling of his employees. It was not uncommon to be cautioned not to allow oneself to become overheated above a certain temperature. The first large contract turned out, was an order for 15,000 Worthington meters for the Spring Valley Water Co.

After ten years of operation at this location, a new building was constructed at the northwest corner of Folsom and Main Streets. Here, the business was conducted on a considerably larger scale; and larger and more intricate work, such as marine steam engines, pumps and gas engines were turned out.

In 1897, the Company incorporated as the Enterprise Foundry. Since that time, it has been on a steady increase, and in the year of 1908, it was found necessary to re-incorporate under the name of The Enterprise Foundry Company, H. Martens, President; Chas. Hoehn, Vice President; J. W. Heaney, Secretary; H. Niemann and J. L. Moore, Directors. The main office and works were on the Company's property, at 2902-2998 Nineteenth Street, between Florida and Alabama Streets, and various plants were scattered about the city.

It was decided to select a desirable location outside of the city, where plenty of space, cheap power and spur track facilities could be had. South San Francisco was se-

lected as an ideal location, and twenty acres of land was purchased from the South San Francisco Land & Improvement Company. Four steel buildings, covering an area of 50,000 square feet, have been erected on this site, and the Company is operating at present, four different departments at the South San Francisco plant, namely,—Brake shoe foundry, Gray iron foundry, Crucible steel foundry, and a machine shop. A motor truck service is maintained between San Francisco and South San Francisco by the Company. In this way, it is possible to serve the city customers promptly. The Enterprise Foundry Company is at the present writing, the largest jobbing foundry on the Pacific Coast.

In addition to the South San Francisco plant, the Company is operating two grey iron foundries, one brass foundry, a pattern shop, and one sash weight foundry, in San Francisco.

All of the most modern equipment known to the foundry trade is used by the Company. Thousands of dollars of old style machinery were scrapped to make room for this modern equipment.

H. Martens has been guiding the destinies of the Company for a good many years, and is still actively engaged in building up this business. It is the intention of the Company to maintain its very high reputation for turning out high grade work.

The Enterprise Foundry Company turned out all of the iron and bronze castings for the High Pressure Fire Protective System of San Francisco. This was one of the most important casting contracts ever turned out on the Coast.

Every casting was subjected to a very high test and only perfect castings were accepted. It was considered practically impossible to turn out the manganese forgings for the High Pressure Gate Valve Stems, on this Coast, but the Company turn-

ed out approximately 50 tons of these forgings to the entire satisfaction of the highly efficient engineering staff of the Board of Public Works of San Francisco.

At the present time, the Company is equipped to turn out castings varying from one ounce to 25 tons, at its South San Francisco shops. The Crucible steel castings turned out at this plant, are of the highest quality of steel obtainable in the United States.

The Steel Back Brake Shoe business is a new industry for this part of the Country, all shoes of this description having formerly been shipped in from the East.

The Company proposes to make this Brake Shoe business one of the largest west of the Rockies.

Pacific Car and Equipment Company

THE Pacific Car and Equipment Company was started in June, 1907 as the Mutual Engineering Company, in San Francisco at Bryant and 16th Street. During the early days of this concern about thirty men were employed.

Five years ago the company went in with Mr. N. B. Livermore, when the organization took the name of the Pacific Car and Equipment Company. At this time the business was located at South San Francisco in April, 1911.

The Pacific Car and Equipment Company makes a specialty of building cars of all types, overhauling locomotives and does general engineering work. They have a complete blacksmithing shop, machine shop and a boiler shop. Since 1911 the business and output has steadily increased.

The Company has built cars for the Oakland and Antioch Railway and the Municipal Railways of San Francisco. It has also made a specialty of constructing lime burning plants such as the Henry Cowell Lime

and Cement Company, the Pacific Lime and Plaster Company, the International Lime Company and the Holmes Lime Company.

The plant occupies twenty-three acres at South San Francisco and has offices in the Mercantile National Bank Building in San Francisco. The concern represents an investment of about \$200,000. The officers are: N. B. Livermore, President; P. F. Snyder, Vice-President; O. Clippenger, Secretary; and W. Siebecker, Shop Superintendent.

people of two continents. In fact a trip through northern California would not be complete that did not include a stop at Uncle Tom's Cabin, where for nearly three score years its homelike surroundings and splendid table service have been famous.

Twelve years ago Mr. A. J. Buerk, for fourteen years manager of the Cliff House, purchased the property and under his skillful management the old hostelry has grown in favor with tourists.



Uncle Tom's Cabin

FIFTY-FIVE years ago Uncle Tom's Cabin, for years one of the most famous resorts for tourists in California, was opened for the accommodation of the traveling public. It has always enjoyed a splendid reputation, both for its cuisine and for the high-class manner in which it has been conducted. It stands surrounded by immense shade trees and gardens at the junction of San Bruno road and the state highway, and its roof and cozy arbors have sheltered many of the most prominent

It is a spot that is never overlooked by Californians in showing visitors the different places of interest. Mr. Buerk will tolerate nothing in his place that does not conform with the strictest rules of deportment, and it is little wonder that none but the very best people enjoy his hospitality.

Although with the passage of years, the older patrons of this resort have died; the younger generation, attracted by the old associations and good cheer at Uncle Tom's Cabin, still patronize this resort.

Schaw-Batcher Pipe Works

THIS company was established in 1892 by Mr. Schaw and Mr. Batcher, in the city of Sacramento, with just a small plant employing five men. Since that time there has been a steady growth, so that when the concern was moved to South San Francisco in 1913 the number of employees had increased to about one hundred men.

Building operations in the new location were started in August 1912, and the plant began operations on January 1, 1913. At the present time this plant is employing upwards of two hundred men.

The Schaw-Batcher Pipe Works is the largest enterprise on the Coast in the steel pipe business, and the second largest in South San Francisco in the iron industries of this section, where they occupy six acres of land.

The original plant at Sacramento has been retained as a branch.

This Company has built practically all the high pressure pipe lines in California and Nevada for the Pacific Gas and Electric Company, the Northern California Power Company, the Snow Mountain Power Company, La Grange Power Company, the Great Western Power Company, the Nevada California Power Company, the Southern Sierras Power Company and the Sierra and San Francisco Power Company. The Company makes any kind of iron pipe, ranging from three inches up to twelve feet in diameter—the only limit to the size of their output being the size of pipe that can be shipped on the freight cars that convey their products to market.

The concern is equipped to work the thinnest plate, such as No. 28 Gauge, up to 1 1-2 inches thick.

Their additional products are boilers, oil-heaters, oil storage tanks, ore-hoppers, irrigation pipe and well-casing. As high as 800 tons of steel pipe have been turned out in a month by the Company whose superior facilities enable them to make rapid delivery of all orders entrusted to their care.

The Schaw-Batcher Pipe Works built the high pressure pipe line for the Pacific Gas and Electric Company, the heaviest pipe used, being 1 1-4 inches thick and 52 inches in diameter. This line is used by the above Company for their Drum Power House located on the Bear River above Colfax. About 15,000 tons of material were used in turning out this contract. The Schaw-Batcher Company installed about 45,000 feet of high-pressure, riveted pipe for the Sacramento Municipal Water Works. They built all the oil heaters, twenty-two in number, for the Shell Oil Company, each heater weighing 42 tons. They are now building 19 oil heaters for the Associated Oil Company.

The field of operations of this Company is large, as they are now shipping a number of oil storage tanks to Honolulu. They also supply nearly all the well-casing used in the San Joaquin Valley.

The equipment of the Schaw-Batcher Pipe Works is thoroughly up-to-date, while their shipping facilities are augmented by a spur track six hundred feet long that runs the entire length of the shop.

Mr. Wm. Schaw is President of the concern; John H. Batcher is Vice-President and General Manager; and Mr. O. H. Fisher is Superintendent of the works.

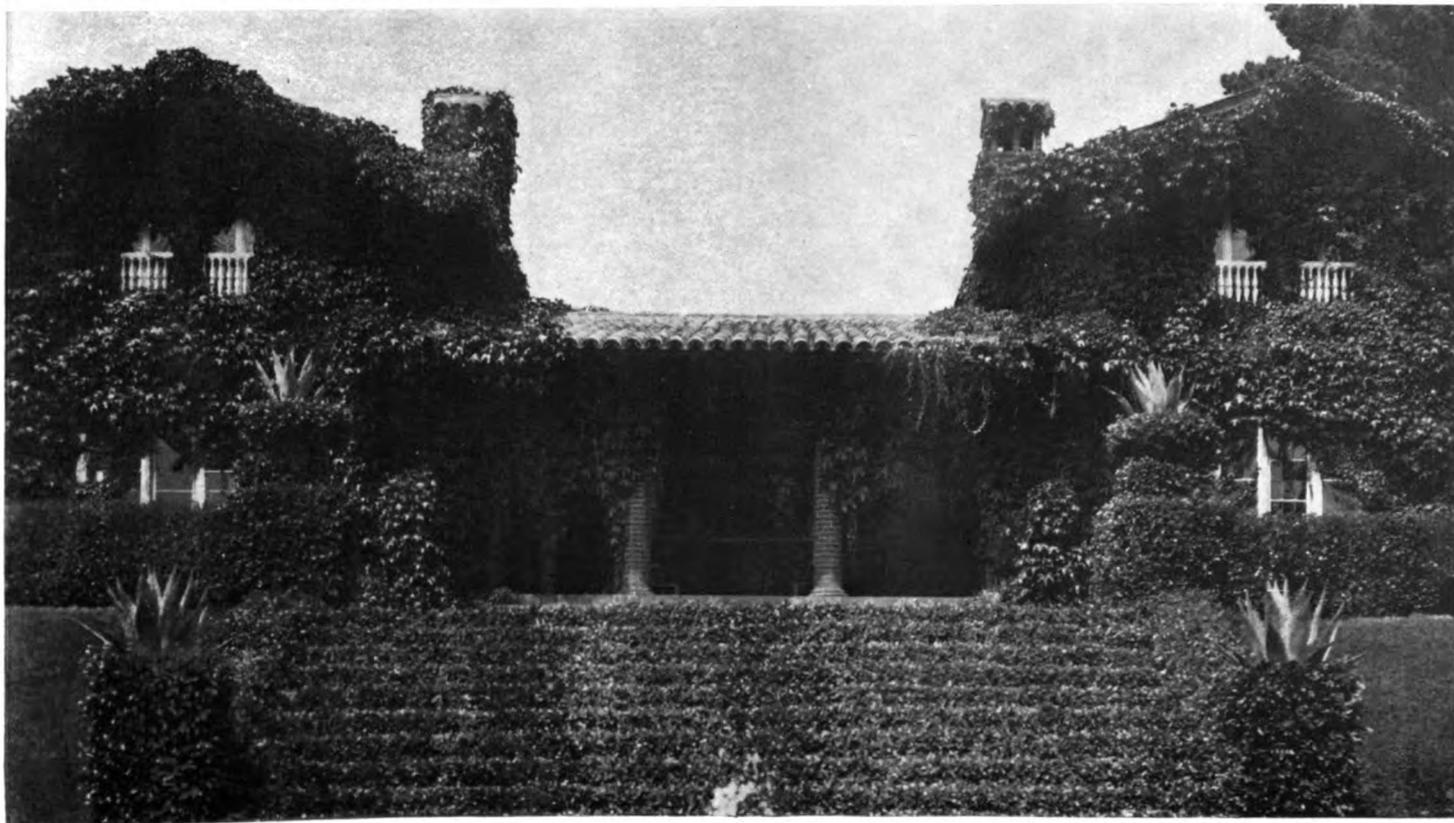
PART FOUR

BEAUTIFUL HOMES

San Mateo County is a community of artistic homes.

The picturesque and commanding beauty of the natural surroundings is often enhanced by the skill of the landscape gardener: the generous growth of foliage, the wealth of flowers, the gentle curves of sloping foothills, and the parklike groves of stately trees. all offer an ideal setting for the supreme expression of the architect's art.

It is true that there can be found in no other semi-rural community, so great a number of palatial residences and regal country estates..



RESIDENCE, HENRY P. BOWIE, HILLSBOROUGH



RESIDENCE, MRS. ANTOINE BOREL, SAN MATEO

Crawford Photo



RESIDENCE, C. S. HOWARD, SAN MATEO PARK



RESIDENCE, HENRY T. SCOTT, HILLSBOROUGH

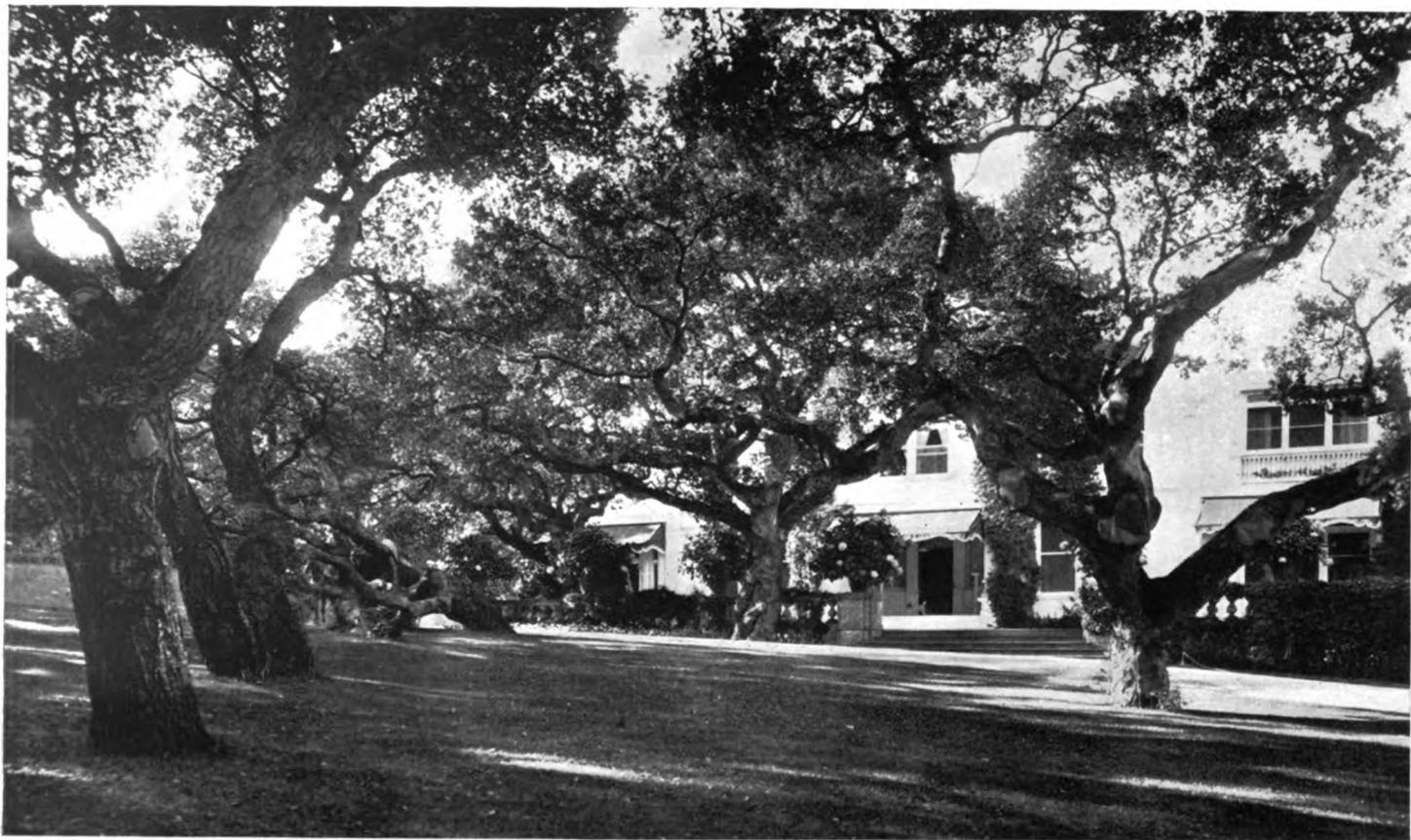


RESIDENCE, A. P. GIANNINI, SAN MATEO

Crawford Photo



RESIDENCE, E. J. de SABLE, SAN MATEO



RESIDENCE, H. C. BREEDEN, HILLSBOROUGH



VIEW FROM CRYSTAL SPRINGS PARK (Wm. H. HOWARD ESTATE COMPANY). SAN MATEO, HILLSBOROUGH AND COYOTE POINT IN THE DISTANCE



RESIDENCE, F. W. McNEAR, MENLO PARK



RESIDENCE HUGO P. FREAR, BURLINGAME

Crawford Photo



RESIDENCE, MRS. PAULINE PAYNE, MENLO PARK



INTERIOR, RESIDENCE, MRS. PAULINE PAYNE, MENLO PARK



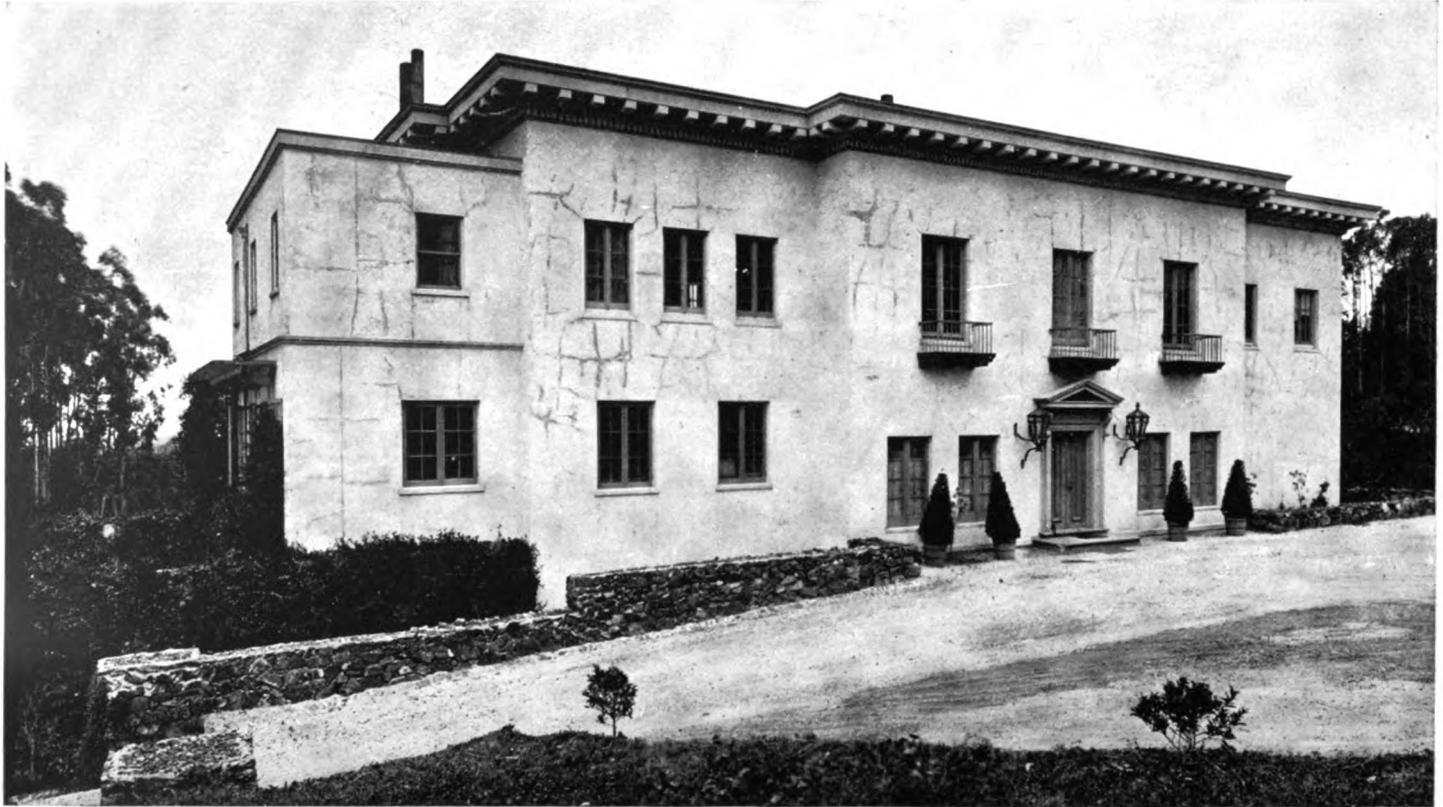
INTERIOR, RESIDENCE, MRS. PAULINE PAYNE, MENLO PARK



RESIDENCE, MRS. M. J. O'CONNOR, HILLSBOROUGH



RESIDENCE, W. G. HITCHCOCK, BURLINGAME



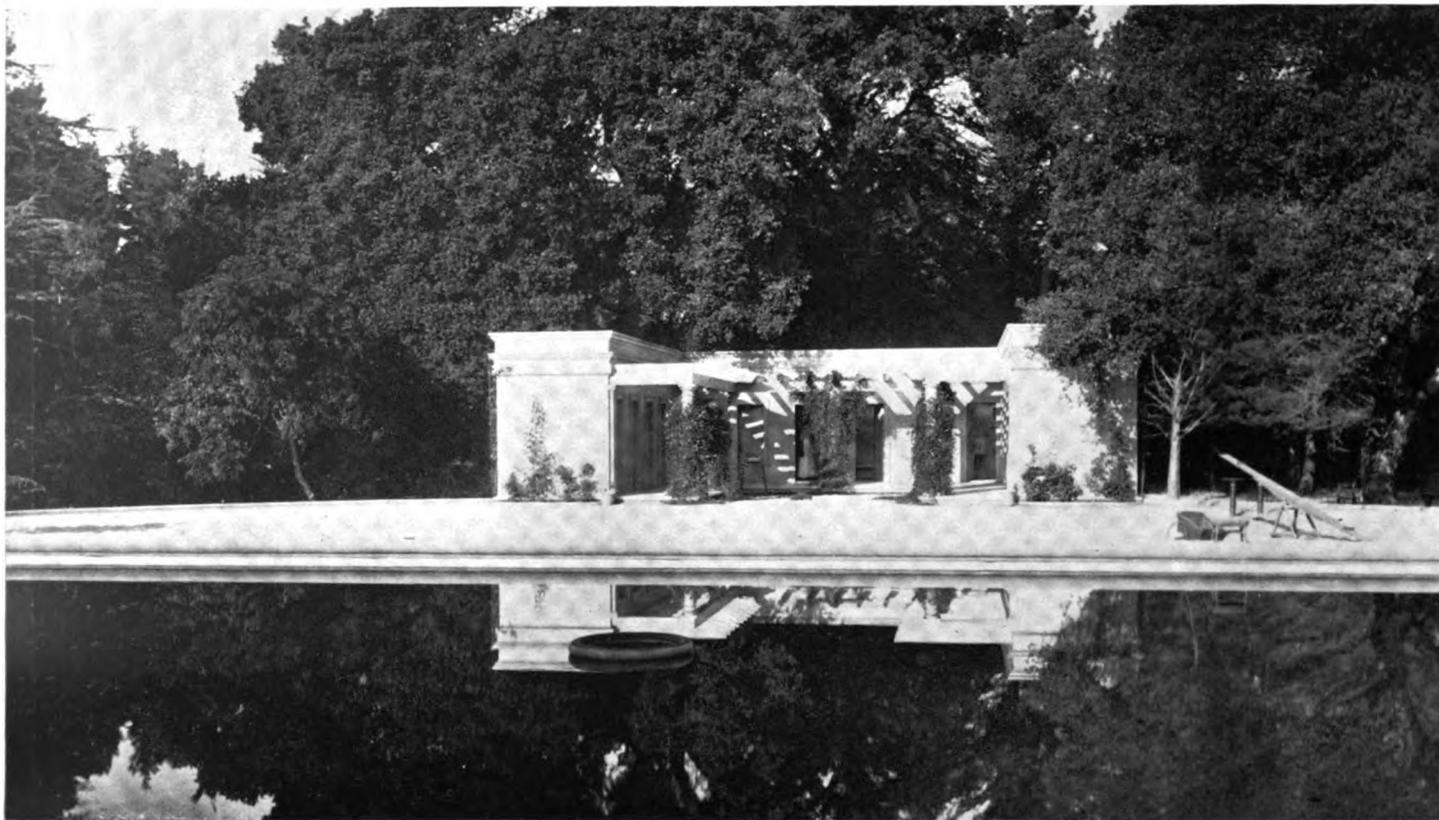
RESIDENCE, H. N. STETSON, HILLSBOROUGH



VIEW, DR. H. D'ARCY POWER RESIDENCE, BURLINGAME



VIEW, DR. H. D'ARCY POWER RESIDENCE, BURLINGAME



GROUNDS, JAS. L. FLOOD RESIDENCE, MENLO PARK



MENLO COUNTRY CLUB, MENLO PARK

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RESIDENCE, D. T. MURPHY, HILLSBOROUGH

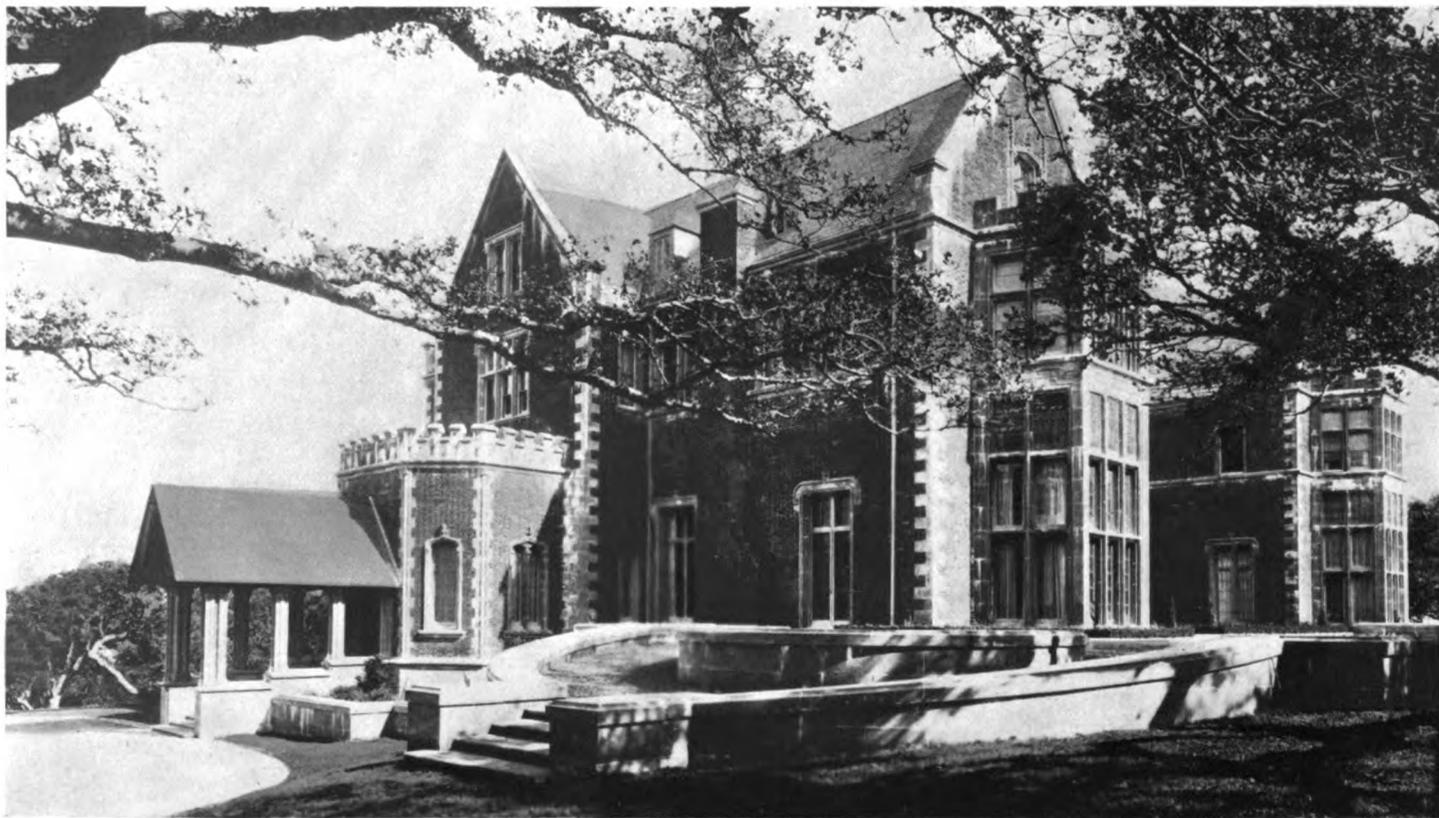


RESIDENCE, A. P. GIANNINI, SAN MATEO

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RESIDENCE, E. J. de SABLE, SAN MATEO



RESIDENCE, FREDERICK KOHL, EASTON

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RESIDENCE, DAVENPORT BROMFIELD, SAN MATEO



RESIDENCE, MRS. TIMOTHY GUY PHELPS, SAN CARLOS

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RESIDENCE, E. W. HOPKINS, MENLO PARK

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RESIDENCE, ROBERT L. COLEMAN, HILLSBOROUGH

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"NEW PLACE", RESIDENCE, Wm. H. CROCKER, HILLSBOROUGH

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RESIDENCE, J. W. GOODWIN, REDWOOD CITY

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RESIDENCE, VISCOUNTESS de TRISTAN, SAN MATEO

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WOOD SCENE, CHARLES TEMPLETON CROCKER
GROUNDS, HILLSBOROUGH



RESIDENCE, GEO. A. POPE, HILLSBOROUGH



RESIDENCE, A. M. EASTON, HILLSBOROUGH



RESIDENCE, NORMAN DE VAUX, BURLINGAME

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RESIDENCE. E. L. HOAG, HILLSBOROUGH

Crawford Photo



A VISTA IN CRYSTAL SPRINGS PARK, Wm. H. HOWARD ESTATE COMPANY



• FAXON D. ATHERTON HOUSE, ATHERTON, BUILT 1860—DESTROYED BY FIRE FEW YEARS AGO



RESIDENCE, L. S. PEASE, HILLSBOROUGH

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