

CHAPTER 03 1870 To 1879

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* **COMMERCE** *

The Sugar Mill / Salt Industry / Tay Foundry / South Pacific Coast Rail Road

During the 1870's Alvarado gained two new industries; the George Tay Co., a stove foundry; and the California Beet Sugar Company, a sugar mill and refinery.

Also new for Alvarado was the South Pacific Coast Rail Road and the Riverside Hotel. Alvarado, like many towns in California, also had to cope with the growing influx of Chinese workers who were working for "coolie" wages to the detriment of local citizens.

THE SUGAR MILL:

An enterprise established in Alvarado in the 1869, was the California Beet Sugar mill and refinery. Conceptualized by Ebenezer H. Dyer in the late 1860's, Ebenezer had experimented with growing sugar beets in Alvarado on his brother's farm. The success he had growing the sugar beet led him to champion the cause of using the sugar beet (*beta vulgaris*) to free the U.S. from our dependence on foreign sugar imports.

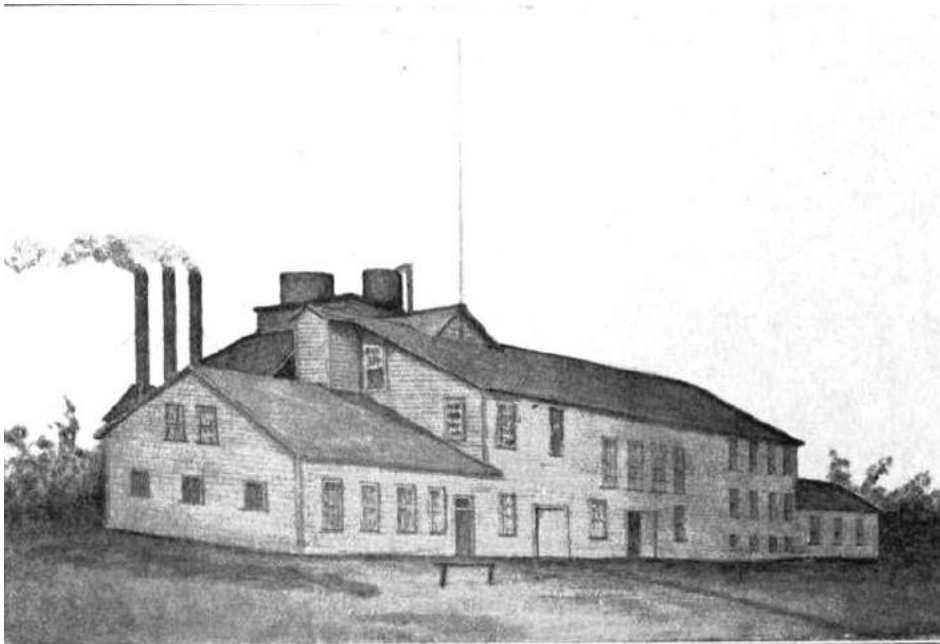
Since the time of Napoleon, Europe (including Russia), had used the sugar beet for refined sugar as sugar cane could only be grown in the tropics. The U.S. had virtually no sugar production in the continental states. For forty years the growth of sugar beets for sugar production had been tried throughout the U.S. They had all ended in failure for reasons of lack of capital, technical skill, poor growing methods, or poor soil.

Eb Dyer recognized this and found that Alvarado soil was excellent for the growing of the sugar beet. Another need to produce sugar from the beet was a ready supply of water, and this Dyer had right next to his farm in the form of the Alameda Creek.

Ebenezer set about to raise capital for his sugar beet mill, and he persuaded the following well-known gentlemen to invest in his company: General C. L. Hutchinson, Benjamin Flint, W. T. Garrett, T. G. Phelps, J. N. Risdon, P. Spreckels, E. R. Carpentier, E. H. Dyer; and Bonesteel, Otto & Co., the latter were formerly of Wisconsin. The capital stock was \$250,000 all owned by the gentlemen above. The building and machinery cost \$150,000.

It is necessary here to mention an effort in Fond du Lac, Wisconsin, by two men who founded a sugar refinery in Wisconsin in the year of 1868. They were the Messrs. Augustus Bonesteel and Andrew Otto, who founded a beet sugar mill with only \$12,000 in capital, which was a very small sum for such an ambitious undertaking. The soil about Fond du Lac, was well adapted to cultivate the sugar beet. But the operation only had 120 acres in sugar beets, and this only supplied about 10 tons of beetroots a day. As the cost of managing even a small plant approximated the cost of a much larger plant, the profits from this venture were scant, if any at all. But in some respects its first year operation was considered a success for the small amount of capital invested.

A Philadelphia company offered to double their capital for the coming year, but doubt was cast on this when Messrs. Bonesteel & Otto received an offer from Alvarado, California, to fund a beet plant with \$250,000 in capital. Bonesteel and Otto chose to move their equipment to Alvarado.



ALVARADO, CALIFORNIA BEET SUGAR CO.

Built 1870 by E. H. Dyer & Co

Work on the new sugar company's mill, which would be called the California Beet Sugar Manufacturing Co., was commenced in March 1870. The Mill was located about a half mile east of Alvarado on the Dyer ranch next to the Alameda Creek. The

structure was built under the direction of Benjamin F. Ingalls, Eb Dyer's father-in-law, a master carpenter. The building was two hundred by fifty, three stories high, with a large tower, and was built of wood at a cost of \$20,000.

The rest of the capital was kept for the purchase of more lands, and for the expenses of the plant. The factory used up to fifty tons of beets every twenty-four hours and would employ about 150 hands. The company also planned to have between 300 and 400 acres of beets growing in 1870. The species of beets chosen was the white Silesian. They required a light loamy soil, with a clay subsoil to bring out the greatest capacity.

The machinery in the establishment would come from the mill at Fond du Lac, Wisconsin, which was to be augmented by new equipment to be made in San Francisco at the Union Iron Works. The centrifugals, though, were imported from Germany. Every contrivance for making sugar from beets was thoroughly tested by the most scientific experiments. The whole business was under the management of Messrs. Bonesteel & Otto, who purportedly brought with them their experience in similar undertakings in Wisconsin.

The Alameda Creek, 100 feet wide and 5 to 6 feet deep at the factory, provided the only means of transportation available to compete with horse drawn trucks and dusty roads. The creek reached salt water four miles below the factory at Union City. Eb Dyer, ever the seafarer, built a small side-wheel steamer he christened 'The Rosa,' having five-foot beam and a thirty foot length.

The first spade full of earth was turned on May 9, 1870, on Eph Dyer's farm. The first ton of sugar was delivered to the market in November 1870. Glamorous barrels of polished black walnut staves, bounded by resplendent brass hoops were filled with specially refined coarse grain sugar, and dispatched to Washington for President Grant.

The California Beet Sugar Company made a trial of its machinery on November 11, 1870. It proved to be perfect in every respect. It took several days to cleanse the pans, etc., and on November 17th they made the first sugar ever made in California from the sugar beet.

The first year operation seemed very promising; the mill worked about fifty tons of beets daily from which they obtained about four tons of high quality sugar. The first year production was about 500,000 pounds of sugar at the cost of about 10¢ a pound. The company paid \$3.50 a ton for beets delivered to the factory by the farmers. There were about seventy hands employed for the mill, half of which were Chinamen who were employed on the company farm to hoe, weed, and harvest the crop. The Chinese were paid 80¢ a day, and the Europeans were paid \$1.50 a day, both without board. Fifteen tons of beets per acre were produced on the company farm.

The following year was greeted with optimism, as the previous years' crop had been shortened due to a drought. *The Daily Alta California* predicted a good year for the mill in 1871 with an average of 15 ton of beets to the acre, and up to 1,200,000 pounds of sugar with a net profit of \$50,000 to \$150,000, depending on the sugar content of the beets processed.

The Alvarado mill was blessed by a good report from *The Sacramento Daily Union* in article in their November 4, 1871, newspaper. Said the newspaper, "the beet sugar of the crop of 1871 is in beautiful crystals and has a delicate flavor, suggestive of rock candy. The Alvarado mill is now working up fifty tons of beets daily."

But several weeks later (December 2, 1871) the *Oakland News* said: "The sugar beets raised near Alvarado this year do not keep, and in some cases they commence to decay before they can be worked up."

The Sacramento Daily Union reported in January 1872 that the Alvarado mill did but a meager business in 1871, noting that the company declined to give a full report until the season was over. The newspaper added that from their best data they were inclined to believe that the sugar beet experiments at Alvarado have not been altogether successful, and some disappointment was felt at the result.

But optimism was the key word at Alvarado, as the company continued to tout their productive numbers for 1871, by saying that the company manufactured 600,000 pounds of pure sugar equal in all respects to cane sugar.

During the year 1872, 83,000,000 pounds of sugar was imported to the Pacific Coast. But locally, only 1,500,000 pounds of beet sugar were manufactured in the State of California. Even with this low amount of sugar produced locally, there was much employment given to locals. The Alvarado sugar company employed 100 Chinese on the Alvarado sugar company's farm where they were employed in weeding, hoeing, harvesting, etc. These Chinese were the only hands employed on the Alvarado farm, and were kept to cultivate the young beets.

In Sacramento there was a competing beet sugar mill called the Sacramento Sugar Company. The company had 1,000 acres in the bottomlands of the American River. In October 1872, *The Pacific Rural Press* of San Francisco noted that the beet mills in Sacramento and Alvarado were both turning out sugar in large quantities and superior in quality. But the percent of profit upon the investment depended upon the original cost of land, buildings and machinery. The newspaper was able to find that the cost of land in Alvarado is nearly \$200 an acre while at Sacramento it was only \$30 per acre. This did not seem to bode well for the future of sugar at Alvarado.

But *The Daily Alta California* continued to have faith in the beet sugar future of the two California plants. In November 1872 the newspaper gave estimates of sugar production for 1872 at 1,120,000 pounds of sugar for the Sacramento Sugar Company, and 2,000,000 pounds for the mill at Alvarado. But *The Sacramento Daily Union* disagreed, citing these numbers as being too optimistic.

Near the end of the 1872, season the Alvarado sugar mill enlarged its pens for livestock feeding to fatten 350 oxen belonging to Miller & Lux. There were two large cattle sheds, some 500 feet long, with a tramway through the center of each. On each side of these tramways stalls oxen were arranged and securely fastened with chain halters, and were usually kept for months, or until they were sufficiently fattened up.

While the newspapers of northern California were generally upbeat on the future of beet sugar in the states, bad news came forth in February 1873, when *The Sacramento Bee*, and other interior newspapers, claimed that California cane sugar refineries are dropping their prices of refined sugar so as to drive out the refineries

of the only two beet sugar producers in the state, those being the Sacramento Sugar Company and the mill at Alvarado. The charge was dismissed as simply foolish and ridiculous assertions by the cane refiners in California.

The Alvarado Beet Sugar Company made arrangements for 1873 planting, which covered about 200 acres of its own land and 400 acres of land belonging to farmers in it the vicinity. In 1873, the company paid \$4.50 per ton for beets grown by local farmers delivered to the mill. The yield near Alvarado ranged from 10 to 20 tons, and the average was about 15 tons. The area planted in 1873 was about 10 percent greater than in 1872. The yield in 1872, was 8,000 tons, and the pulp from that year's processing was used for feeding 350 oxen, intended for the San Francisco market.

The Sacramento Union dissed the mill at Alvarado in 1873 by proclaiming the product produced in Alvarado was inferior to the product produced in Sacramento:
"A visit made September 30, 1873, to the Sacramento Valley Beet Sugar factory disclosed the fact that the works are in the full tide of operation, and we gained assurances that the work of the year will be crowned with success both financially and otherwise. It will be borne in mind that at the last State Fair the Sacramento beet sugar carried off the first prize, thereby establishing its excellence over the article made at Alvarado, in Alameda County. The processes by which sugar from beets is made in Sacramento and Alvarado are different, that of Sacramento being of the latest and most improved patent, as indorsed in Germany."

Then in December 1873, after several years of silence and disparaging remarks, a curious statement (attributed to no one) was printed in the *Daily Alta California* in December of 1873 saying that the Alvarado Beet Sugar Company would save \$30,000 a per year in wood by moving the works to Santa Cruz, where wood is delivered at \$3 per cord.

Finally two months later the Alvarado sugar company announced that it had enough beets to keep it in operation until the middle of March 1874. At that time the machinery would then be removed to Soquel, in Santa Cruz County, where B.F. Ingalls would rebuild the factory.

In April 1874 the machinery was taken out of the plant at Alvarado, and moved to Soquel, in Santa Cruz County. Several different projects were put forward for using the remaining structure at Alvarado, but nothing concrete was ever made from it.

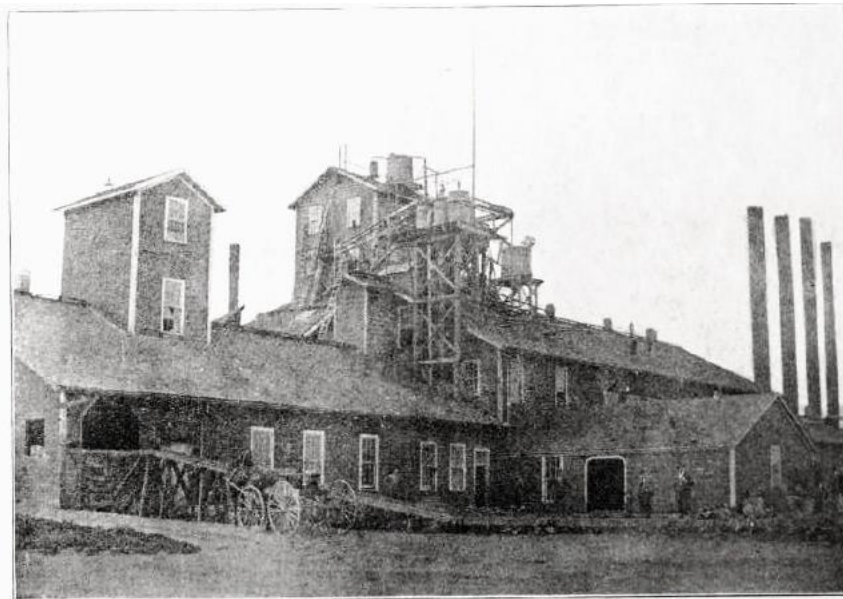
During July 1874, the sugar mill at Soquel was completed and most of the equipment was in place. The new mill would have the same capacity as the old mill in Alvarado, from which the machinery had been taken. Nine hundred acres of beets were under contract at \$3.50 per ton. As soon as they were ripe enough, which was in September, the mill would commence its run.

When mill began to run in September the managers had found they had made a mistake. They could scarcely get four ton to an acre, while 15 ton to the acre was expected in Alvarado during lean years. The only difficulty in the way of success at Alvarado was the high price of coal, for which the company to pay from \$15 to \$20 a ton.

In February 1875, Eb Dyer began work on forming another beet sugar company in Alvarado. He had purchased the empty beet sugar manufactory at Alvarado in 1874. He was confident of his ability to overcome the obstacles that prevented the success of the former establishment and averred, "I will make a success where there had once been failure."

Alvarado's sugar mill stood vacant from the spring of 1874 to the end of 1878. But Eb Dyer had not been standing still, he owned the shell of the building that had once housed the California Beet Sugar Manufacturing Company; and he vowed to bring back the sugar making process to Alvarado.

In February of 1879 it was announced the Alvarado mill was to be revived. The first thing to be done was to start the cultivation of the beets. The nature of the soil and climate and the moisture of the earth about Alvarado were admirably adapted to this cultivation. Eb Dyer acted as agent for the new company that was being organized; and their plan was to put 1,000 acres in cultivation. The yield of the beet in Alvarado is astonishingly great, and the price paid for the same, delivered at the factory, would be \$4 per ton. The beet company furnishes the seeds to the farmer at first, but then they deduct its price when receiving the beets. As of February 1879, the new mill at Alvarado had signed up 600 acres of beets from farmers.



ALVARADO, STANDARD SUGAR CO.

Built 1879 by E. H. Dyer & Co.

During May of 1879, 30 carloads of sugar beet processing equipment were received at the railhead at Decoto. The equipment to be used at Alvarado was from the Sacramento Valley Beet Sugar Co. Eight teams were engaged in hauling it from Decoto to the mill, about three miles distant. A large portion had been hauled but a considerable more time was required to complete the job. When the apparatus was to be put in place the large building would be filled from ground to roof.

Eb Dyer had the old California Beet Sugar Refinery expanded and if you compare this photo to the drawing of the 1870 plant you can see the additions made to improve

the new operation. So this is the plant that Eb Dyer would use during the 1879 campaign to produce top-quality sugar from the sugar beet.

SALT INDUSTRY:

The *Daily Alta California* of San Francisco came calling on Alvarado in October 1875 to visit their marvelous salt ponds. It was a growing industry and the fineness of the salt produced was beginning to gain favor in all markets. Here is the *Call's* report:

"A visit to the Crystal Salt Works near Alvarado this week has enabled us to father a few items of interest to our readers concerning the manufacture of this article. Some time ago we gave an account of Quigley's Salt Works (the Alvarado Salt Works), and then declared our purpose, as soon as possible, to gain and give further information about other salt works in our county.

The Crystal Salt Works started in the year 1864 by J.A. Plummer. Only three hundred tons were made that year, as the whole matter was now, and the experiment a venture for the owner. In 1865 the labor began in real earnest, improvements were established, and the enterprise began to assume all the characteristics of a permanent and profitable undertaking. Since that year the manufacture has been steadily advancing in activity and success, until it now stands equal, and probably superior, to any salt manufactory in the Bay.

The present year not less than two thousand tons of choice packing salt will be manufactured by this establishment, and this kind of salt meets with ready sale among the beef and pork packers of San Francisco and elsewhere. There are two separate branches of this enterprise, one under the charge of J.A. Plummer, Jr., and one under the direction of C.A. Plummer, while the general business is managed in San Francisco by J.A. Plummer, Sr.

The quantity of salt required for family use is far beyond what those unacquainted with the business would anticipate. Thus, this establishment grinds twenty-four tons of table salt, twenty-five tons of dairy salt, and fifty tons of pork-packing salt weekly. And a double gang of men is employed, so that the work may go on by night as well as by day in the mill and drying-house. A steam engine and regular driers are connected with the works. The salt is put into large bags when ground, and shipped to the packinghouse in San Francisco, where it is repacked in small sacks and baled for market.

There are nine vats, all built of Oregon pine, in the branch under J.A. Plummer, Jr. Only lumber is used, and that of the best kind, there being no earth divisions between vats, and for them no less than 150,000 feet of the above lumber was found necessary. There are six warehouses for storing the salt, and a tramway connects them with the landing, where there is also a large storehouse as well as coal sheds.

The branch established under Charles A. Plummer is called the Turk Island Salt Works, and is situated about a mile directly west of the town of Alvarado. Here there are five vats, which have also turned out this season 1,000 tons of choice rock salt. These vats, too, are built exclusively of Oregon pine, which experience shows to be the best material for the purpose. A tramway connects these works also with the landing, running a distance of about 1,500 feet. Only pork-packing salt is ground here, and 300 tons have been ground

thus far this season. A schooner of fifty-five tons burden belongs to the company, and is kept constantly running to San Francisco to transport the salt from both of these branches. The latter Salt Works was first started by Plummer & Sons in 1868.

Thirty men are kept constantly at work during the busy season, that is, the salt making season, which is during the hot and dry weather. Wooden and steel hoes are used to rake up the salt, which is first drawn into windrows, then into piles and in straight rows. A portable track is laid down between the piles, upon which a car is placed, and the salt put into it and then run down to the shore, where it is washed and stored. In washing, ammonia, nitric acid and lime juice are employed, after which the salt is considered ready for use in the market, or for sale. To show the purity of the article, as here manufactured, we may mention that the State Chemist, Mr. Hewston, analyzed it, and found the salt stood at 97% or only three per cent below absolute perfection or free from the admixture of all foreign substances.



CALIFORNIA SALT WORKS, ALVARADO CALIFORNIA



Capitol Salt Works, Alvarado 1885

Truly these Salt Works furnish abundant evidence of what an important and extensive industry has grown up along our bay shore from very small beginning, an industry that is still further capable of almost indefinite expansion and enlargement."

TAY FOUNDRY: **George Tay & Co.:**

George Tay & Co. was a San Francisco importer of metals, manufacturers of stoves, ranges, house-furnishing hardware, and a retailer of the same. They had bought the John Horner flourmill from Calvin J. Stevens, who had moved the milling machinery to a new plant he was building in Livermore. George Tay & Co. was formed of several partners in 1848, and had as partners George H. Tay, O.J. Backus, and C.J. Fox.

Their first order of business was to move the old flourmill down the street, and to refit it to become an iron foundry. The plant, when completed, would be an extensive establishment, occupying three buildings, each about 100 by 125 feet in dimensions, besides much ground outside as a yard.

The new venture was called the Alvarado Stove Works and began operation during Christmas of 1871. More than \$200,000 was invested in the enterprise.

The Alvarado Stove Works made a specialty of the Imperial Range, which for finish, convenience, and materials rivaled any imported article. The Geo. H Tay Company also had a wide array of stoves and ranges for sale among them are the "Richmond Range," the "Empire City," the "Henry Clay," and the "Alvarado." They also sold the Richmond Portable, and the Dome Hot Air Furnace, suitable for heating large buildings. Also sold was the Monitor Stove, which featured a wrought iron body, cast iron top and hearth; which would cook for 50 to 500 men, and was an excellent stove for restaurants, hotels, and large ranches during the harvesting season.

In the beginning about 30 hands were employed, and as they expected to gradually supplant the Eastern made products, their hope was to employ from 150 to 200 men in the future. They would also manufacture all kinds of stoves, heating, and cooking ranges.

For the superintendent of the plant they chose an Alvarado man, Charles R. Nauert, who had been manager of the American Hotel in Alvarado for four years. Charles joined the company in 1870 and stayed with George Tay for 35 years. He had a prominent home located between the IOOF Hall and the Alvarado Hotel.

His wife, the former Miss Hattie Heyer of Alvarado, loved geraniums and they were planted all about the home. It was fashionable in those days to choose a name for your home or property, and Hattie called hers, "Geranium Nook."

SOUTH PACIFIC COAST RAIL ROAD:

On April 10, 1876 *The Oakland Tribune* showed some very large real estate transactions that had recently been made in Washington Township, all in the name of one man; and that man was the Treasurer and President of the new South Pacific Coast Railroad Co., the incorporation of which had just recently published in the *Tribune*.

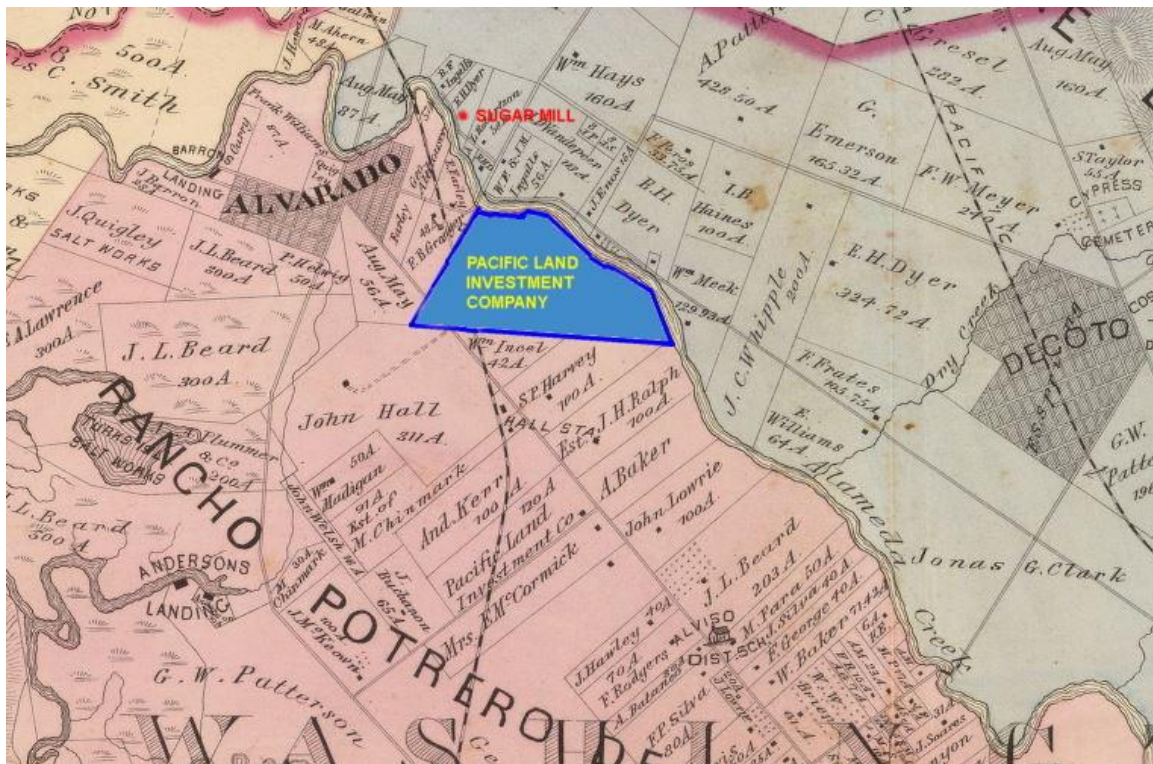
This man was Alfred "Hog" Davis, minority partner of James G. Fair, former Comstock Mine millionaire now of San Francisco. It was his plan to run a narrow gauge railroad from downtown Oakland, south to Mt. Eden, then through Alvarado, Newark, San Jose, and finally to terminate at Santa Cruz.

The railroad would be a boon to Alvarado. People from Alvarado would be able to board the train and ride to Oakland, and when the line was completed there would be a ferry from Oakland to San Francisco.

It would also be a blessing for farmers along the route, who would have an alternative means of transportation for their crops. But the largest single beneficiary would be the sugar mill that would reopen in 1879.

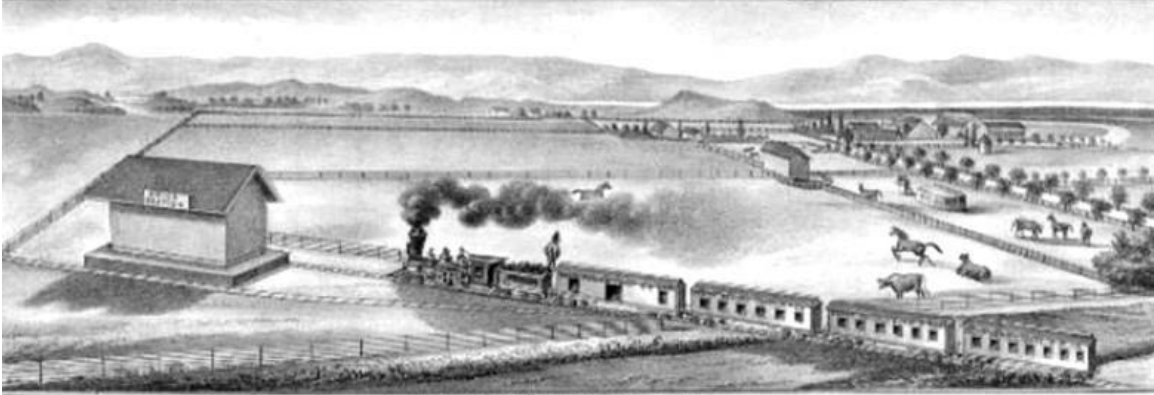
James Fair would create a holding company called the Pacific Land Investment Company that would buy property to be used as the right of way for his railroad. One large piece of property, shown in blue below, abutted the Alameda Creek all the way from the lands of S.P. Harvey to the Smith Street Bridge.

The northwest corner of this property was less than one-half mile from the sugar mill. Much of this property is today known as the Casa Verde Tract.



The Pacific Land Investment Company of San Francisco was formed with \$1,000,000 in capital. The driving force behind the company was James G. Fair, with Alfred Davis as the front man.

It was the intention of Fair to run a narrow gauge railroad from Oakland through Alvarado, Newark, Alviso (Santa Clara County) and then onto Santa Cruz. On the north it would connect Oakland to San Francisco via a ferry.



This is a rendering of Hall Station on the South Pacific Coast Rail Road as it crosses what would be today's Alvarado Boulevard south of old Alvarado. In the far right background you can see the farm of John Hall and to right of this would be Dyer Street west connecting Alvarado Boulevard to Union City Boulevard. Hall Station is still shown on many maps depicting Union City.

John Sandoval in his book, *The History of Washington Township*, gives this scenario as the backdrop for the train that would eventually go through Alvarado:

"The Big Four operated what was then the Central Pacific Railroad, the Railroad that formed the western leg of the transcontinental railroad. Those four persons, Gov. Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins, formed a substantial part of San Francisco society.

"Big Jim Fair" was envious of the "Big Four," and the public acclaim they had received in completing the gap in the transcontinental line in 1869. He often said that anybody could have built the Central Pacific with the financial backing of the U.S. Government bonds and subsidies.

He resented the wives of Huntington, Crocker, Stanford, (Hopkins), and the other millionaires, who he felt were putting on airs to both East and West society."

James Fair died in 1904, but in 1902 his two daughters Virginia and Teresa Fair started construction on the Fairmont Hotel in remembrance of their father. They purposely located the Fairmont near the Mark Hopkins Hotel, the namesake of Mr. Fair's hated rival. They would sell the Fairmont one week before the great earthquake in 1906."

James Graham Fair was a fascinating character and more about this person can be learned from John Sandoval's book mentioned above.

On June 6, 1877, the railroad engineers appeared at Alvarado to start surveying in the track, and the residents were joyful at their appearance.

In April 1880, the South Pacific Coast Railroad announced it was nearly completed. It ran from Alameda to Santa Cruz along the tidal flats on the east side of the bay. It was also served by a ferry between Oakland and San Francisco. The S.P.C.R.R. ran its route through San Leandro, Hayward, Alvarado, Newark, Alviso (Santa Clara County), San Jose, and over the mountains into Santa Cruz.

*** BIOS OF NOTABLE PERSONS ***

Bartender / Blacksmiths & Carriage Makers / Boat Masters –Pilots / Carpenters/ Dressmakers / Engineers / Farmers / Glue Factory / Hotels / Justice of the Peace / Liquor & Saloons / Merchants / Physician / Plumber / Post Master / Restaurateurs / Rail Road Agents / Rail Road President / Salt Makers / School Teachers / Soap Works / Transportation / U.S. Mail Contractor / Well Fargo Agents

BARTENDER:

John J. Naumer:

John Naumer was keeping bar in Alvarado in 1880, the bar was not mentioned. John was born in Germany in February of 1838. Jon entered the U.S. in 1862. He was shown living alone in Alvarado. By the year 1900 John was in Decoto, still living alone, where he was working as a farm laborer.

BLACKSMITHS & CARRIAGE MAKERS:

Charles A. Ross / David Ross / William Rollins

Charles A. Ross:

Charles Ross was born in New York in 1853. In Alvarado he was working as a blacksmith, and was living in the boarding of James & Mary Logan. By 1880 he had moved on to Cascade Locks on the Columbia River in Oregon, where he was a stonecutter.

David Ross:

David Ross was born in California in 1850. David appears in the Alvarado census of 1880, and was found boarding with Ms. Jane Campbell (the former Mrs. Jane Leland). David was a wagon maker in the town of Alvarado. Nothing was found for David Ross before or after the 1880 census.

William Rollins:

William Rollins was born in Scotland in 1846. His date of entry into the U.S. is not known. William appears in the Alvarado census of 1880, and was found boarding with Ms. Jane Campbell (the former Mrs. Jane Leland). He was employed in Alvarado as a blacksmith. Nothing was found for William Rollins before or after the 1880 census.

BOAT MASTER / PILOT:

Capt. James Graham / Capt. C. Davis / Capt. S.B. Randall

Capt. James Graham:

James Graham was born in Iowa in 1841. His wife Elanor was born in California in 1855. They had a daughter Lena born in 1876, and son Benjamin born in November 1879. Although not shown in the 1870 census, they were in the Alvarado census of 1880. James showed his occupation as the captain of a schooner. Nothing was found after 1880.

Capt. C. Davis:

Captain Davis was born in France circa 1822. He is first shown in Alvarado in the 1860 census married to Lena Davis, who was born in Norway in 1823. He had one son Charles who was five years old at the time. In 1860 he was employed as a laborer. In 1870 he was shown as a boatman living in the Union City area with his fifteen year old son. I could find nothing further on the Davis family.

Capt. S.B. Randall:

Samuel B. Randall was born in Massachusetts in 1840, His wife Helen was born in Scotland in 1841. In 1870 Samuel showed two children, Clement and William. Samuel was shown as a clerk in a warehouse in the Union City area in 1870. In 1880 Samuel was shown with wife Catherine and had added two new children, Clementina and Grace, as well as his two children from his previous marriage. Also at this time he is shown as a captain of a steamer. In the year 1900 Samuel was in Astoria Oregon, as a captain of a tugboat. With him is his new 29-year-old wife Ella, whom he married in 1894. Living with them is their two-year-old son Samuel B.

BUTCHER:

Charles Bond / Frederick D. Wiegman / William Jung / Thomas Ibberson

Charles Bond:

Charles Bond was born in Nova Scotia in 1840, and entered the U.S. in 1854. His wife Johanna was born in Vermont in 1841. They had two children, George born in 1871 and Joseph born in 1873. While living in Alvarado Charles showed his occupation as a butcher. Because there is no 1890 census for Alameda County, we pick up Charles Bond working as a vineyardist in the Irvington area of Washington Township in the year 1900.

Frederick D. Wiegman:

Frederick Diedrich Wiegman was born in Germany on October 20, 1848. He entered the U.S. in either 1862 or 1865. Fred's wife, Catherine Wiegman, was born in Germany July 10, 1852. She entered the U.S. in 1866. Fred & Catherine were married circa 1882.

The Wiegman's had five children, however only one of them lived to adulthood. The first four children of the Wiegman's children all perished in September 1891 due an outbreak of diphtheria:

Anna Emma Wiegman was born on March 27, 1887 and died on Sept. 2,

1891. Dora Wiegman: Was born on Sept. 22, 1883 and died on Sept. 2, 1891.

Frieda Meta Wiegman: Was born on January 3, 1889 and died on Sept. 12, 1891.

Henry Wiegman: Was born on February 7, 1885 and died on Sept. 5, 1891.

All four children were buried in the Mt. Eden cemetery.

But fate did intervene on behalf of the Wiegman's, and on November 11, 1893 they bless with a son, Frederick H. With his four siblings having all passed away in September 1891, for all intents and purposes, Fred H. was raised as an only child.

Coming to Alameda County in 1869, the elder Mr. Wiegman found employment with August May, whose business he bought out a year later. He then partnered with William Jung. Wiegman & Jung consolidated this business with that of Philip Hellwig, and the three men then operated their meat enterprise under the firm name of Philip Hellwig & Co., building up a large business. In 1890 Mr. Wiegman sold his interest and withdrew from the firm and went into cattle business on an extensive scale.

Fred went into several areas of farming and ranching. His main ranch was located along the western bank of the Alameda Creek between the Smith Street Bridge and the sugar mill. Fred was into cattle raising, dairying and farming. He was also into lending money on promissory notes, and real estate speculation. Among one of the properties he was into was the Alvarado Artesian Water Company with M. G. Bettencourt, Manuel Lorenzo, Joe Faustino, William Jung, J. W. Sinclair and George Henderson. In 1895 this company was sold to Wm. Dingee of the Oakland Water Company.

In 1901 Fred bought the 27-acre John M. Ingalls place. Today this parcel of property is located on the south side of Alvarado Niles Road between Dyer Street and the I-880 freeway. Two weeks after buying the property from Ingalls, Wiegman resold the property to Antone Borges. Antone would build a home here and raise his family.

One month after selling the Ingalls place to Antone Borges, Fred Wiegman and Samuel Poorman traveled to Arizona and purchased a herd of cattle for \$25,000, which was brought to Alvarado on a special train. This was an exceedingly large cattle deal for Alvarado. The cattle would be fattened up on sugar beet pulp and were then resold or slaughtered for handsome profit.

A group of citizens get together and decided to start a bank in Alvarado on February 1, 1902. Odd as it may seem, this would be first bank opened in Washington Township. The stockholders met and took necessary steps to incorporate with \$25,000 capital, divided into 1,000 shares of \$25 each. The following parties subscribed for 40 shares each, paying in the full amount:

W.H. Layson	F.D. Wiegman	William Jung	James McKeown
I.V. Ralph	C.J. Perry	E.H. Stephenson	August May, Jr.
G.P. Hellwig	Mrs. Sophie May	H.H. Patterson	F.C. Harvey
F.P. Hellwig	Mrs. E. Hellwig	F.B. Granger	H. Henrickson
Andy Ross	Clara B. Layson	George R. Althaus	(80 shares)

Fred continued to invest in real estate, and in January 1904 he bought the Hayes farm. The Hayes farm was noted because its boundaries distorted Whipple Road and caused the dog-leg that made travel along Whipple Road difficult. It was the last farm on the west end of Whipple Road, but the farm did not line up with the rest of the farms on Whipple Road. So rather than cut a snippet of land off of the farm, they formed a dog-leg to skirt around the farm. The area is now located near the I-880 cloverleaf at Whipple Road, but you can still see part of it at Amaral Court and Amaral Road off of Whipple road.

Fred was a member of the Alvarado Chamber of Commerce. He was also a member of the Alameda County Farm Bureau, but in June 1914 his son, his

son Fred Jr. was appointed on the Farm Bureau Committee to take the place of Fred Sr. who was not able to act.

Frederick Diedrich Wiegman passed away on September 18, 1918. His wife Catherine followed him in death in July 13, 1936

William Jung:

William Jung (pronounced and sometimes spelled "Young")

William was born in Germany on June 27, 1839. He immigrated to the U.S. in 1870. In 1874 he joined the firm of P Hellwig & Co. as a partner with Philip Hellwig and F.D. Wiegman, all of Alvarado. They were in the wholesale butcher business. By the year 1900 William had retired from the butcher business and became a capitalist. By 1910 he had retired from that profession and was living off of his own income.

On February 28, 1889 William Jung married Miss Christina Penke of Mt. Eden. Miss Penke was from an old and prominent Eden Township family.

In February 1902 William Jung became a charter stockholder in the Alvarado Bank, making him one of the founders of the bank. William also served as an election official for the town of Alvarado.

In September of 1910 William Jung was lying critically ill at Providence Hospital in Oakland of blood poisoning. In the hope of saving his life, the attending physicians had to amputate his leg at the knee. He stood the operation remarkably well for a man his age, 72. His many friends were happy to learn that Mr. Jung was doing so well that he would be able to return home a few weeks after the operation.

On January 12, 1912 William Jung passed away.

Mrs. Christine Penke Jung, born July 22, 1859 passed away on September 8, 1961 at the age of 102 years.

Thomas Ibberson:

Tom Ibberson was born in Connecticut in August 1860. By 1880 he had arrived in Alvarado, where he was employed as a butcher while he boarded at the home of John Laughlin. At this time Thomas was not married. Sometime during the 1880's he relocated to Decoto where he spent a period of time as a butcher.

Circa 1884 he met and married his wife Minnie. The Ibberson's had five children: two sons, Charley and Delbert; and three daughters: Jessie, Alma and Abbie. On November 25, 1890, Abbie, their eldest child died after being kicked in the face by a horse, her sister Alma took sick and died of the croup soon thereafter. The two children died within three days of each other.

Tom switched his occupation from butcher to saloonkeeper during the 1880's and in September 1889 a fire swept through his saloon rendering his business a total loss. His saloon was partially insured for \$400. The fire was thought to have been started by a firebug.

CARPENTER:

Weston F. Emery / M.J. Peach

Weston F. Emery:

Weston Emery was born in Maine in 1840. Weston married Miss S.J. Ball, a native of New Jersey in September 1859. In the 1870 census Weston is shown living in Houlton, Aroostook County, Maine with his wife Dianthe Gilmond Emery. There Weston followed the trade of carpenter, and this time had four children, Ormond J., Mabel, Helen and Guy C.

In 1872 he came to Alvarado and bought property, after which he continued to follow his trade in the building contracting business. Weston and Dianthe had four more children after they arrived in Alvarado, Blanche, Dora, Roy & Inez.

In 1879 *The Pacific Rural Press* of San Francisco ran this article on Weston F. Emery:

“W.F. Emery, of Alvarado Cal., is a farmer who owns a farm containing eight (whole) acres. On these he has an orchard, besides he raises mostly beans, potatoes and carrots. This he calls his homestead, and although he is a carpenter by trade, he has no house on his homestead, as he hires land as best he can, this year having hired from different parties 52 acres in all, including a small dwelling on it for which he pays a cash rent of \$750 per annum, and of which land he has 50 acres in sugar beets. He owns three good working horses, and has hired most the time till the crop was all in three more, for which he paid each fifty cents per day in cash, he finding the harness, tools and driver. He plowed first very shallow, then 14 inches deep, with three horses, then, shortly before planting, shallow again, doing all the planting by team and at fifteen inches apart. The thinning and cultivating he contracted for at \$1.25 per ton, which includes digging, and he thinks the beet fields will leave enough profit after rent of land and money to pay for thinning and cultivating has been taken out, to enable him to build a house on his homestead farm, and this at the rate of \$4 per ton for beets delivered at the factory.”

Mr. Emery was Republican in his political alignment. He was an active member of the Alvarado Independent Order of Odd Fellows. Weston was also a member of the Alvarado Ancient Order of American Workmen, serving as Master Workman. Both Weston and Dianthe were active members of the Alvarado Presbyterian Church.

Weston F. Emery died in Alvarado on February 26, 1899 at the age of 59 years. He was the beloved husband of Dianthe F. Emery, and father of Orman J., Guy C., Blanche Richmond, Lara, Roy, Inez, Barbara and Aldythe Emery, a native of Maine, aged 59 years. Mrs. Diantha Gilman Emery passed away on October 10, 1923.

M.J. Peach:

M.J. Peach was born in Maine circa 1841. His wife, Lizzie H. Peach was born in Maine in 1850. They had two children Ross and Frank. Mr. Peach was a carpenter while in Alvarado.

Aug 19, 1883 Mrs. Lizzie Peach died suddenly. She was preparing dinner at 6:00 p.m. when she suddenly fell over and died instantly.

In February 1885, Mr. Peach married Mrs. Nellie Cossett, a lady of Alvarado. Mr. Peach was described as a substantial businessman of Alvarado.

In the 1890's Nellie and M.J. lived in Lodi, where M.J. Peach was a successful merchant. In January 1898 Mr. M.J. Peach died at his home in Lodi.

Ross Peach, eldest son of M.J. and Lizzie Peach, became employed by the sugar mill in Alvarado. Later he would become a field agent for the mill and finally settled in Pleasanton in the late 1890s.

DRESSMAKERS:

Clara S. Hall / Jane Campbell (Leland) / Sarah Mathews / Mrs. Lizzie H. Peach

Clara S. Hall:

Clara Hall was born in California in 1857. By 1880 she had to come to live in Alvarado with her cousin, Ebenezer and Etta Farley. Here at the age of 23 years of age she was engaged in the dress making business. Nothing further was found after the year 1880.

Jane Campbell:

Jane Campbell arrived in Alvarado sometimes in the 1850's, with her husband Amos Leland. In the 1860 census Amos and Jane Leland showed having two children: a daughter Mary, five years old; and a son Walter who was one year old. Amos Leland was managing a hotel in Alvarado in 1860. In 1863 the family had added a daughter Carrie (Dolly). At this time Amos showed his occupation as a farmer.

On November 1, 1875 Jane Leland received a decree of divorce from Amos Leland. Mrs. Leland continued to live in Alvarado, but under the name of Jane Campbell. She made her living as a dressmaker. Her daughter Dolly lived with her as well two gentlemen, who boarded at the Campbell home.

On July 19, 1894 Miss Carrie (Dolly) Leland died in Alvarado. In 1896 Mrs. Farley B. Granger Sr. purchased the Leland place.

Sarah Mathews:

Sarah Mathews was the oldest daughter of Patrick & Mary Mathews. She was born in New York circa 1860. In the mid-1860's she came to Alvarado with her parents where her father Patrick Mathews was a blacksmith. In 1880 she was living with her parents in Alvarado, where she made her living as a dressmaker.

On September 1, 1895 Sarah Mathews Smith, beloved wife of John Smith, and mother of May Smith, and the eldest daughter of Mr. & Mrs. P. Mathews of Alvarado, a native of New York, died at the age of 35 years.

Mrs. Lizzie H. Peach:

Mrs. Lizzie H. Peach was born in Maine in 1850. She was married to M.J. Peach, who was born in Maine circa 1841. They had two children Ross and Frank Peach. M J Peach was a carpenter while in Alvarado.

Mrs. Peach was a dressmaker and a milliner while in Alvarado. But then on August 19, 1883, Mrs. Lizzie Peach died suddenly while she was preparing dinner.

ENGINEERS:

Merrill W. Ingalls / Edward M. Foley

Merrill W. Ingalls:

Merrill Ingalls was born in Maine in 1854. In 1860 his parents, Benjamin F. & Saphronia Thomas Ingalls, and family, were living in Randolph County Illinois. Also living in the household at this time were Olive (future wife of Ebenezer Dyer), Wilfred, John, Frank and Merrill Ingalls. Later in 1860 Benjamin Ingalls and family came to Alvarado, where Benjamin's son-in-law's (Ebenezer & Ephraim Dyer), were going to open a sugar beet mill. In 1863 Merrill's sister Marion (wife of Ebenezer Dyer) took her own life. Soon thereafter Ebenezer married Marion's sister Olive Ingalls.

In the late 1870's Merrill showed his occupation as an engineer, but what type of engineering he did was not mentioned. In 1881 he took a wife named Ethel. They moved to Utah, where in 1900, Merrill and Ethel showed they had three children, two who lived to adulthood, a son and a daughter. Merrill showed that he was a construction engineer here. In 1910, the family was in Salt Lake City with Merrill showing he was a construction engineer for a sugar firm. This would tie in with Merrill's relatives in Alvarado (the Dyer's) who were in the beet sugar industry. The Dyer family would also construct and open a beet sugar mill in Lehi, Utah, in the early 1890's.

In February 1933, Merrill Ingalls died in Salt Lake City, Utah. Merrill had come to Utah in 1891, to supervise the construction of the Utah Sugar Company in Lehi, Utah, the first established sugar mill in the state. He served as engineer and later chief of engineers for the Utah Sugar Co. until it merged with the Idaho Sugar Company to form the U & I Sugar Co., when he was made a consulting engineer. Surviving him was a son Frank, who was the chief chemist for the U & I Sugar Company. He also left a daughter, Miss Dorothy Ingalls, a teacher at the West High School.

Edward M. Foley:

Edward M. Foley was born in California in March 1859. In the 1860's he arrived in Alvarado and lived with his cousin John Quigley, and when he was old enough he began working in the salt ponds of the Alvarado Salt Works. By 1880 he was an engineer for the salt company.

Edward and Mary, of San Francisco, were married on October 9, 1890. Mrs. Mary Foley was born in March 1870. They settled in Alvarado and in October 1891 they had a daughter Ethel K. Foley.

Edward continued to work for his cousin in the plant, but sometime in the early 1900's Edward went to work for the Oakland Water Company as a fireman for the Water Works plant on 10th Street in old Union City.

Edward was the daytime fireman for Oakland Water Company at the Alvarado Pumping Plant; later the Oakland Water Company would become the East Bay Water Company, and finally the East Bay Municipal Utilities District. It was Edward's responsibility to keep the steam pressure high enough to send Alvarado artesian water down the pipes to the next pumping station.

Edward Foley was a charter member of the Wisteria Parlor, #127, Native Sons of the Golden West; joining in May 1888. He was also a charter member of the Camp of the Woodmen of the World of Alvarado. In August 1941, Edward Foley and Peter Decoto were recognized as the last two remaining active charter members in the organization.

Mrs. Mary E. Foley:

Mrs. Foley was active in the Olivina Parlor, Native Daughters of the Golden West, serving as the President of the organization at one time. She was also a charter member of the Circle of Women of Woodcraft organized in Alvarado in 1902.

Mrs. Foley was also active in the Alvarado Improvement Club, the Butt Ins, and the Birthday Clubs of Alvarado.

Ethel K. Foley:

Ethel K. Foley was born in October 1891, in Alvarado. Ethel graduated from Alvarado Grammar School in June 1906, under the tutelage of Mr. Albert Norris.

Among her classmates were Charlotte Jung, who would teach at Alvarado Grammar School until 1949; Alma Norris, who married Russell Robie, and Everett G. Richmond, son of E.A. Richmond Sr.

In 1909, Ethel would attend Heald's College in San Francisco, and in 1911 she secured a position as a teacher at Lompoc, in Santa Barbara County. In August 1913, Ethel would go to teach in the Napa School System.

FARMERS:

Manuel Foster / John M. Ingalls / George R. Althausser / Henry Behrman / Andrew Kerr / William T. Ralph / Wilfred F. Ingalls / Benezah Benedict / Jacob B. Sherk

Manuel Foster:

Manuel Foster was born in the Azores Islands on November 1, 1829. His wife Mary Foster, was born in the Azores Islands on August 4, 1852. Manuel entered the U.S. in 1858 and became a naturalized citizen. Isabelle entered the U.S. in 1872.

Manuel and Isabelle were married circa 1872. The Foster's had three children, two of which survived to adulthood, Mary Foster and Philomina Foster.

Manuel Foster farmed on the north side of the Old Union City Road ("V" Street), between Levee Street and 10th Street. Manuel would sell much of the frontage of his farm on "V" Street in the form of lots. Among them were sales to Anton Flores, F. de Rosa, Mr. de Azevedo, M. Alves, and Asmus Franzen.



Four generations of Alvaradan's. Seated is great-grandmother Mrs. Mary Foster Davilla, her daughter Mrs. Mae Davilla Santos (to her left), and her granddaughter Mrs. Alvina Santos Brune. Mrs. Davilla is holding her great-grandson David A. Brune, born in November 1941. Mrs. Mary Davilla would have four daughters, Mrs. Mae Santos, whose husband owned the Shell Service Station and the Silver Dollar Saloon in Alvarado. Mrs. Clara Davilla Jacinto, whose husband Joseph owned the grocery store on the corner of Vallejo and Horner Streets. Mrs. Genevieve Davilla Dutra, who was the Alvarado Postmistress for twenty years (1936 to 1956), and Mrs. Isabelle Davilla Menezes, whose husband John Menezes was a long time Alvarado barber. Mary also had a son Maurice (Morris).

Besides farming Manuel also operated a saloon on Levee Street with Thomas Foster. A fire of September 1900 burned down the businesses of the Hellwig Meat Co., Manuel de Sequeira's shoe shop, and the Foster Saloon. Hellwig and Foster rebuilt their burned out buildings with brick buildings. Sequeira's shoe shop was owned by Mrs. Biddinger.

Manuel Foster passed away on October 28, 1912. Maria Foster passed away on September 3, 1911.

John M. Ingalls:

John M. Ingalls was born in Maine to Benjamin and Sophronia Ingalls in 1846. In the late 1860's he came to Alvarado with his parents to help establish the Alvarado sugar mill. He was married to Emily Hawley of Alvarado in the early 1870's. Emily was the daughter of James and Hettie Hawley of the Alvarado/Alviso District of Washington Township.

In 1870, John was following the occupation of being a surveyor, but by the end of the decade had switched to being a farmer in Alvarado. While in Alvarado John Ingalls was an active member of the IOOF. He was also a trustee for the Alvarado Grammar School, and a ballot official during elections. By the year 1900 John and Emily Ingalls were living in San Jose, where John appears to have been following the occupation as an engineer.

George R. Althausen:

George R. Althausen was born in Germany in September 1834, and immigrated to the U.S. in either the year 1854 or 1859. He Married Wilhelmina Althausen, who had one child named Julius Weber. By 1880 George & Wilhelmina were already living in Alvarado, and the Althausen's farm was shown on the 1878 Thompson and West Landowners Map. They owned 57 acres east of the Alvarado Grammar School on the north side of Smith Street, which was bisected by the Southern Pacific Coast Railroad.



George Althausen, from "Images of American, Union City," by Timothy Swenson

In August of 1889, George & Wilhelmina brought a lawsuit against the Spring Valley Water Works to enjoin them from diverting the waters of the Alameda Creek, and for damages the plaintiffs suffered on their 57 acres of land near Alvarado with frontage of 4,093 feet on Alameda Creek. But this was not the start of the water wars with the Spring Valley Water Company of San Francisco; for in January 1889 the Spring Valley Water Company had brought suit against the Pacific Coast Sugar Company to acquire and hold the right to take, appropriate and divert the waters of Alameda Creek.

Sometime later George Althausen would bring a suit against the Alameda Sugar Company to recover damages for redirecting the waters of the Alameda Creek. However the case was stricken at the request of the parties, the litigants having reached a compromise.

In the end however, both the sugar mill and Althausen would lose to the Spring Valley Water Company, as Spring Valley was ruled to be entitled to the flow of the Alameda Creek by riparian and fee simple rights, which extended from the Alameda Creek watershed to the Alameda Creek beyond the town of Alvarado.

George raised 20 acres of fruit on his ranch and he became a member of the California Fruit Union in 1886, and in 1899 the Earl Fruit Company shipped a carload of his pears east to Chicago.

But heartache visited Mr. Althausen on October 15, 1895, when his beloved wife Wilhelmina passed away at the age of 65 years. She was the mother of Julius Weber, and was a native of Baden Germany.

In June 1896 George Althausen took a trip back to Germany, and did not return until September.

George was active in Alvarado civic affairs being a ballot official for the town of Alvarado, and in 1902 he was one of the founding members of the Bank of Alvarado, serving as a director on the bank for many years.

In January 1912 George Althausen sold 47.5 acres of his property to Joseph & William Avila. William Avila would make his home on the west end of this property, just across the street from the Alvarado Grammar School on Smith Street.

The last entry for Mr. Althausen was on January 12, 1912 when George was reelected to the Board of Directors of the Bank of Alvarado.

Henry Behrman:

Henry Behrman was born in Germany on July 27, 1838. His date of his entry into the U.S. is unknown. Helene (Lena) Behrman was born in Germany on November 2, 1850. Her date of entry into the U.S. is also unknown.

The Behrman's first appear in Alvarado in the 1880 census. The Behrman's had four children, two sons and two daughters. The sons were named Frank and Henry Jr., and the daughters were named Christina and Anna.

Henry was farmed in Alvarado, and very little is known about his activities in Alvarado. The *Morning Call* of San Francisco noted that the Triangle Club of San Francisco hosted a party in Alvarado for the Behrman's in November 1890. The following day was the birthday of the hostess, so the party concluded to remain over Sunday and celebrate the occasion in a becoming manner. Dancing and then games were indulged in until midnight, when supper was partaken of, and recitations and songs agreeably occupied the time until 2 o'clock, when all retired. On Sunday the party enjoyed a ride through the neighboring country. Among those in attendance from Alvarado were: Mr. & Mrs. Henry Behrman, Miss Tina Behrman, Miss Annie Behrman, Frank Behrman and Henry Behrman Jr.

Helene continued to farm the ranch after the death of Henry with help of her son Frank. In November of 1905 Mrs. Behrman left her ranch and moved into the Correa cottage in town. Helene was a member of the Alvarado Presbyterian Church and the Ladies Aid Society.

On March 5, 1894 Henry Behrman died and was buried in the Mt. Eden Cemetery. He was 55 years old.

In July 1906 Helene, and her sister Mrs. C. True of Livermore, left for a three-month visit to the home of their childhood in Germany. On September 19, 1915 Mrs. Behrman passed away.

Miss Christina Behrman:

Christina Behrman was born in Alvarado in 1874. While in Alvarado Tina was active in the Presbyterian Church and the Ladies Aid Society.

In August 1900, Tina married Henry Schroeder at the Behrman home in Alvarado. On December 19, 1903 Mrs. Tina Schroeder has gave birth to a baby girl in Alvarado.

The last entry for Tina Behrman was that Mr. and Mrs. Henry Schroeder of Davenport Iowa and Mr. F Wiegman and son, Fred Jr. (of Alvarado) were the guests of J. Kruse and family of Pleasanton in April 1915.

Miss Anna Behrman:

Anna Behrman was born in February 1873 to Henry & Lena Behrman. Circa 1893 Anna married William C. Jamison of San Francisco. The Jamison's settled in San Francisco where Mr. Jamison was employed.

Frank Behrman:

Frank Behrman was born in 1870 to Henry & Lena Behrman. In January 1897 Frank was married to Miss Johanna Miller of San Francisco. They settled in Fruitvale Calif. In December 1942, Frank E. Behrman passed away in Oakland at the age of 72 years.

Henry Behrman Jr.

Henry Behrman Jr. was born circa 1878 to Henry & Lena Behrman of Alvarado. In the year 1900 Henry was living in San Francisco with his sister Anna Jamison working as a salesman.

Andrew Kerr:

Andrew Kerr was born in Ireland in October 1827, and entered the U.S. in 1850. His wife, Jane Kerr, was born in Ireland in October 1831, and entered the U.S. in 1849. They had no children of their own, but they did adopt a daughter, Minnie, who was born in England May 1865, and entered the U.S. in 1887. They also took care of their niece, Miss Jane Dennison, who was born in Ireland in August of 1881.

What became of Miss Minnie Kerr and Miss Jane Dennison is unknown, but in 1891 Miss Rebecca Jane Kerr, who was born in County Tyrone, Northern Ireland, in May 1874, entered the U.S. She came to live with her aunt and uncle, Mr. and Mrs. Andrew Kerr, who owned the farm next to James McKeown's. Theirs was a one hundred acre farm, purchased in 1865.

Andrew grew vegetables on his property, which was among the most fertile spots in Washington Township, as it was flooded with rich soil regularly over the years.

The Kerr's were very devoted to the Alvarado Presbyterian Church. Andrew was on the Board of Directors of the church, which oversaw the building of the new church in 1902.

Jane Kerr passed away on June 21, 1903. Andrew Kerr followed her on February 14, 1907.

Miss Rebecca Jane Kerr:

Rebecca Kerr met a young Scotch-Irish lad named James Logan, who attended the Alvarado Presbyterian Church regularly. Rebecca was also a

staunch defender of the Presbyterian faith, and the two soon found common ground. James and Rebecca were married in 1894.

Afterwards the young couple was asked to make their permanent home on the Kerr farm; a house was provided for them. James took over much of the farming operation and Rebecca continued to help her aunt and uncle who had no children of their own. It was their faithfulness and devotion to the Kerr's that prompted the Kerr's to later bequeath their farm to James and Rebecca and their offspring.

For more on Rebecca Kerr see "[LOGAN, JAMES](#)" in this work.

William T. Ralph:

William T. Ralph was born in November 1849, in New Jersey to Joseph and Fanetta Ralph, Fanetta being the older sister of John Meirs Horner. William's wife, Julia, was born in Utah in March 1862. They showed sons Arthur and Rutherford, and daughters Hazel and Erma.

William was a farmer in Alvarado, but by the year 1900 he was living in Decoto working as a mail carrier. In 1920 William was widowed, and he was employed as a night watchman in a packing house. He was living on Alum Rock Avenue in San Jose.

William Taylor Ralph died in a Martinez Hospital on November 3, 1930 at the age of 81 years.

Wilfred F. Ingalls:

Wilfred Ingalls was born in Maine in 1844, to Benjamin and Sophronia Ingalls, all of whom came to Alvarado in the late 1860's. Wilfred took up farming in Alvarado, and in 1877 he took the job of Postmaster for three months, succeeding Mary Owen. He was succeeded by Edwin A. Richmond Sr. in September 1877. Wilfred continued to farm in Alvarado after his brief stint as Postmaster.

Wilfred served as a ballot official in Alvarado, and he was also a very active member of the Alvarado IOOF. By 1895 he had moved to Napa where he kept his residence.

Benejah Benedict:

Benejah Benedict was born in Addison County, Vermont on December 1, 1825. His parents, Jonas A. and Soloma Benedict moved to Crown Point, New York when he was six years of age. He sailed from New York on April 20, 1852 to San Francisco, arriving on October 22, 1852.

On January 11, 1853, he came to what would become Alameda County, and resided in Union City, here he embarked in farming operations. In October 1853, he moved to the Encinal of Alameda and commenced to farming.

But Mr. Benedict kept an interest in the Union City/Alvarado area, and in 1875 he had an enterprise in Alvarado with Mr. Jacob Sherk. Mr. Benedict also kept his farming operation on the Alameda Island though.

In 1873, Benedict & Sherk began cultivating hops on a valuable spot of ground of about twenty-five acres near Alvarado. It was on the road of John Whipple's land on the old road from Alvarado to Decoto (today's Alvarado-Niles Road). They employed a gang of 150 Chinamen to harvest their hop crop.

In October 1875 they had baled 65,000 pounds of hops, and still had about 5,000 pounds more to bale yet, making the 1875 crop amount in all to about 70,000 pounds. Last year the yield was only about 31,000 pounds, so they more than doubled that amount this year, actually averaging 2,800 pounds to the acre; which is certainly a very extraordinary yield anywhere. As both of these gentlemen were men of means, they were not forced to put their crop upon the market at once, and take what they can get just now, while prices are low. They stored away their hops in safety, and awaited a better market.

After this year Benedict did not partner with Sherk on hop growing. For the following year Sherk bought land from J.C. Whipple between the Alvarado Niles Road and the Alameda Creek to the west. Today that land is located adjacent to the Hop Ranch Road, just off the Alvarado Niles Road.

Mr. Benedict advocated and supported our public school system showing that he firmly believed that the only royal road to knowledge is by the early training of the young, and that it is the "mind that makes the man." Mr. Benedict was married on February 19, 1857 to Mrs. Persis A. (Cleveland), widow of Chester Hamlin, who had two surviving children.

Jacob B. Sherk:

Jacob B. Sherk was born in Waterloo Township, Upper Canada, July 2, 1833, and there resided until he attained the age of eighteen years, when he immigrated to Jo Davies County, Illinois, there located, and remained until 1854. On April 20th of that year he sailed from New York for San Francisco via Panama, and arrived in San Francisco May 18, 1854.

He at once went to mining, and followed it in Klamath and Butte Counties for eleven years, when he returned to the Bay City in the spring of 1865. He was then variously employed until May 1872, at which time he came to Alameda County, engaged in hop growing in partnership with B. Benedict. He was married, but had no children. He made his home in Decoto.

On March 13, 1888, J.C. Whipple sold to J.B. Sherk, 62.11 acres on the county road from Alvarado to Niles adjoining land formerly of Meek. In this ranch J.B. Sherk successfully raised hops for several years. This land was located where today's Hop Ranch Road is located on the Alvarado-Niles Road, and is the logical namesake for Hop Ranch Road. Although J.B. Sherk farmed in Alvarado, he was a resident of the town of Decoto.

GLUE FACTORY:

Frank Fernholtz, Proprietor: **Eureka Chemical Co.:**

Frank Fernholtz started a glue factory in old Union City in 1873. It was located on 4.64 acres next to where the water works would later be located in

1895. The humidity of the atmosphere prevented the production of a first-class quality of glue, and after two years of experiment, this factory was closed, much to the relief of the residents. Nothing could be found about Frank Fernholtz.

HOTELS:

Riverside Hotel / Also the American Exchange Hotel and the Brooklyn House Hotel

The 1870's was a very interesting decade for hotels in Alvarado. We start out the decade with the Brooklyn House Hotel on the NE corner of Smith and Levee Street, owned and operated by William Liston. The other hotel in Alvarado was the American Exchange Hotel, operated by Abel Gragg. My best guess of its location would be the NE corner of Levee and Horner Street, again this in only my guess. Photos, or drawings of either hotel were not found.

On December 22, 1876, the American Exchange Hotel was destroyed by fire. The fire destroyed the principal business block of Alvarado, which included the grocery store of James J. Stokes, the American Hotel, and several other businesses. The entire block was consumed with the exception of Smither's Saloon. Cause of the fire was unknown, and the loss was set at \$35,000.

In September 1877 *The Oakland Tribune* printed this article about the Brooklyn House Hotel in Alvarado:

"On September 18, 1877, between the hours of midnight to 1:00 a.m., the Brooklyn House in Alvarado, owned and occupied by William M. Liston, was discovered to be on fire. The flames broke out in an unoccupied upper room on the north side of the building, and the house, being dry as tinder, was soon enveloped in a sea of fire. A man named Davis was sleeping in a room underneath that where the fire originated, and was the first person in the house to discover that the building was on fire. Simultaneously, the wife of Antonio Lee, who resided in the vicinity of the fire, discovered the flames and gave the alarm. As the town of Alvarado had no organized fire department, little could be done to quench the flames and the building was totally destroyed.

The cause of the fire was deemed to be caused by incendiaries (arson). Some time since, Mr. Liston had rented to some Chinamen, a small tract of land for them to build shanties upon, and since then he and his family have received two or three warnings that something like last night's occurrence would take place unless he rescinded or annulled his agreement with the Chinamen."

Mr. Liston owned a stretch of land between Ed Farley's lumber and coal yard (on the NE corner of Watkins and Smith Street) to a point that nearly reached where the Alvarado Grammar School was located. This section of land, on the north side of Smith Street, was leased to Chinese nationals and would later become known as "China Town." Persons who were against the importation and residence of Chinese persons in the U.S. claimed to be the persons that burned down the Brooklyn House Hotel. This was retribution for Mr. Liston's dealings with the hated Chinese. After the time this occurred, there would be

no hotel located in Alvarado, as the only other hotel, the American Exchange Hotel had burned down the previous year.

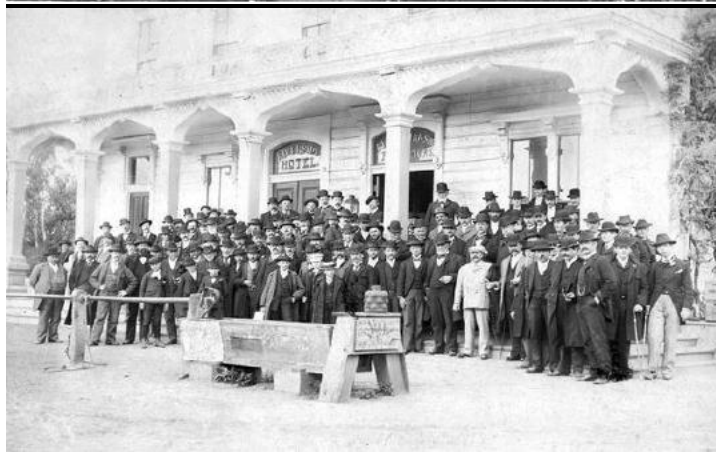
On December 30, 1878, the *Oakland Tribune* wrote:

"Just two years ago the American Exchange Hotel, and a little over fifteen months ago the Brooklyn Hotel in Alvarado, were burned to the ground, since which time there has been no hotel in Alvarado. Since that time the South Pacific Coast Narrow Gauge Railroad has been constructed, and the need of a good hotel has been felt for a long time. The railroad depot is about a quarter-of-a-mile east of the town, and as no one in town had the means or the inclination to build a hotel, some months ago F.B. Granger and son, have conceived the idea of building one at the depot.

F.B. Granger Sr.:
The Riverside Hotel:

[See Chapter 1, Page 44 for Bio](#)

Farley B. Granger Sr., built a new hotel in Alvarado located one-quarter mile east of the town, near the South Pacific Coast Rail Road depot on what was then known as "Granger Road." On December 24, 1978 a Grand Ball was given at the hotel with persons coming from around the Township and the Bay Area to attend the gala event.



They named their hotel "The Riverside," and the hotel was formally opened on Christmas Eve 1978. Arrangements were made with the railroad company to extend the trip of the last local train in Alameda to Alvarado, with the understanding that it should return early enough the next morning to make the first local trip to Alameda. This was an accommodation to Oaklanders and others living along the line of the railroad.

At seven o'clock the visitors began to arrive, and by nine o'clock there was an immense throng at the hotel, the most of the men having come as they expressed it, "to have a good time." The dancing accommodations were not as extensive as could have been wished, as only about one-fourth of those present could dance at one time, but all seemed to be liberally inclined and gave each other a chance. There were present representatives from all parts of the county.

The music was fine and the supper elegant. Sixty-eight couples sat down at the first table, and about thirty couples at the second table. Dancing was kept up until about 6 a.m., when the train arrived to take them home.

The grounds of the hotel were located on the east side of Alvarado, just east of the South Pacific Coast Railroad. Here Farley Granger had a road leading to his warehouses and farm from Smith Street, just west of the railroad tracks where his main farming operation was located. Because of its close proximity to the railroad depot, the hotel did a good business, plus the picnic grounds and pavilion was one of the best in the state.

The grounds of the hotel fronted a marvelous grove of trees where picnics were held in the 1880's and 1890's. Amid the grove of trees was a pavilion where entertainments and dances were held. The hotel was close to the South Pacific Coast Rail Road depot, and many people and organizations would come down to Alvarado to hold their gatherings large and small. Between the hotel and railroad tracks stood a triangular piece of property that was fitted with the loveliest garden, with benches where guests could relax in the warmth of the sun and contemplate the many fine plants and flowers in the garden.

JUSTICE OF THE PEACE:

E.A. Richmond, Sr.:

[See Bio Under Postmaster on Page 29](#)

LIQUOR RETAILERS & SALOONS:

Blivens & Gleason, Proprietors:

Absolutely nothing could be found for this pair, other than was mentioned they had a liquor business in Alvarado in the 1870's

MERCHANTS:

Jacob B. Dettelbach / Solomon Mund / Ah Yow / Ring Fon / Ah Wood / Kim Wah / Kee Wah / Ah Kim / Ah Jew / Ah Chong

Jacob B. Dettelbach:

Jacob B. Dettelbach was born in Germany in July 1842. His wife, Annie, was born in New York State in May 1850. They were married circa 1868 and did not have any children. In the late 1870's Jacob Dettelbach was a merchant in the town of Alvarado. In June 1880, Mrs. Anne Dettelbach sold a lot to Oscar Nauert on Smith Street in Alvarado. By the 1900 Jacob and wife were living on California Street in San Francisco, where Jacob was apparently retired as he showed no occupation.

Solomon Mund:

Solomon Mund was born in Germany in 1834. His wife, R. Mund, was born in Germany 1854. They showed they had three children in Alvarado, Jacob, Sadie, and Leo. Mr. Mund was a merchant in Alvarado in the late 1870's. In 1900 Mrs. Mund was living in San Francisco and she showed she was widowed.

PHYSICIANS:

S. Atwood Buteau:

Dr. S. Atwood Buteau was born in Canada in 1821, his wife Helen was born in Vermont in 1835. They had four children. In 1876 Dr. Buteau was Clerk of the Board for the Alviso School District (near Beard Road). In 1881 it was noted that Dr. Buteau was a member of the Alvarado Crusade Lodge IOOF.

PLUMBER:

John Butterworth:

John Butterworth was born in England in June 1854. His wife Mary C., was born in Germany in November 1864. In the late 1870's, John was living with his brother-in-law, Edwin A. Richmond Sr., Justice of the Peace and Postmaster for Alvarado. John & Mary would have four daughters, Susan, Amy, Maud, and Dorothy. By the year 1900 the Butterworth's had settled in San Francisco.

POSTMASTER:

Daniel C. Owen / Wilfred F. Ingalls / Edwin Richmond Senior

Daniel C. Owen:

[See Chapter 2, Page 29 for Bio](#)

Daniel Owen served as Postmaster for Alvarado from 1867 to 1876.

Wilfred F. Ingalls:

Wilfred Ingalls was born in Maine in 1844 to Benjamin and Sophronia Ingalls, all of whom came to Alvarado in the late 1860's. Wilfred took up surveying and on June 26, 1877, he took the job of Postmaster for three months, succeeding Daniel Owen. Wilfred was succeeded by Edwin A. Richmond Sr. on September 26, 1877. By 1880 Wilfred was farming in Alvarado. Wilfred was a ballot official in Alvarado and he was also a very active member of the Alvarado IOOF. By 1895 he had moved to Napa where he kept his residence.

Edwin A. Richmond, Sr.:

[See Also Justice of the Peace Page 28](#)

Edwin A. Richmond was born in Taunton, MA on December 16, 1837 where he learned the trade of machinist. At the age of 21 years he went to Canada

where he lived until 1860, when he boarded the ship *Twilight* in New York for passage to San Francisco.

Mr. Richmond left San Francisco for Virginia City, Nevada, to set up engines, and when the job was finished he returned to California. He had a short stay in Sacramento, and then came to Alvarado where he worked as an engineer at C.J. Steven's grist mill (formerly Horner's Flour Mill) in Union City.

At the end of three years he moved to San Francisco, and two years after that he proceeded to the Black Diamond Coal Mines, in Contra Costa County, where he worked at his trade as a machinist for a year. He then worked in a brass finishing shop in Sacramento for a short stay, and then came back to Alvarado to settle permanently.

On September 26, 1877 Richmond was appointed Postmaster of Alvarado. He held this position until May of 1899 when he was removed in favor of I. V. Ralph. No reason was given for the change. The town was outraged for no man in the county had seen continual service longer under Uncle Sam than Mr. Richmond, and it was the wish of nearly every resident of this district that he might continue in office.



Edwin Addison Richmond Sr. family photo, ca. 1890's (*Oakland Tribune*)

Mr. Richmond had been commissioned Postmaster of Alvarado by President Hayes in September 1877. From that day to this day (May 16, 1899), Mr. Richmond had gone along attending to the work of his office, serving under Presidents Garfield, Arthur, Cleveland, Harrison, Cleveland and McKinley in turn. Finally in March of 1903, E. A. Richmond was reappointed Postmaster of Alvarado.

Besides being Postmaster for Alvarado he was the local agent for Wells Fargo & Co., and was Justice of the Peace for Washington Township for 26 years. This Washington Township article shows how court was held in some instances:

“John Ramos, a farmer, was found not guilty by a jury at Niles on a charge of disturbing the peace of his neighbor, Mrs. Mary Furtado. From the testimony it appeared that Ramos and Mrs. Furtado got into an altercation on account of some goats owned by the latter invading the premises of the former.

Court was held in a barbershop in Niles, with Justice Richmond of Alvarado sitting on the bench. The proprietor of the place continued shaving customers while the trial was in progress.”

The Richmond’s were very active in Alvarado social and civic societies. Both were members of the Presbyterian Church, with Mrs. Richmond a member of the Ladies Aid Society. Mr. Richmond was a member of the Alvarado Reliance Lodge, No. 93, AOUW, and Mrs. Richmond was a member of the AOUW Mistletoe Lodge No. 151. Mrs. Richmond was also a member of the Alvarado Whist Club, the Alvarado Improvement Club, the Alvarado Rebekah’s and the Birthday Club.

Edwin A. Richmond Sr. was married July 3, 1872 to Miss Lizzie Butterwerth, a native of England, and the had seven children: William B., Edwin A. Jr., Allen B., Ralph V., Harvey H., Robert E., and Everett G.

Judge E.A. Richmond Sr. passed away in January of 1914. Mrs. Richmond passed away at her home in Alvarado in August of 1914. She was 62 years old and had been a resident of California for over 50 years.

RAILROAD AGENT, SPCRR:

Newton S. Farley / Clarence Granger

Newton S. Farley:

Newton Farley was born to Ebenezer Sr. and Elisa Farley of Alvarado circa 1861. In the late 1870’s Newton was an agent in the Alvarado train dept. In November 1885, Newton was appointed a clerk in the Warehouse Division in the Customs Department at the Port of San Francisco, at a salary of \$1,600 per annum. This was the first appointment made by Collector Hager under the Civil Service rules. Mr. Farley stood the highest in the list of those eligible. In July 1888 Newton was promoted to clerk of the customs house. In April 1890, Newton left the government employ as a liquidating clerk in the Auditor’s Department of the Customs House. In June 1896, Newton was the deputy collector for the Port of San Francisco.

In 1901 Newton was living on 17th Street in Oakland with his wife of fourteen years, Ruth Farley. They had a son, Edgar N., and a daughter Ruth A. Farley. Newton was still Deputy Collector for the Custom House.

Clarence Granger:

Clarence Granger was born in November 1859, to Farley B. Granger, Sr. and Anna Granger. Clarence was employed by the Southern Pacific Coast Rail Road as an agent in their Alvarado Office.

Clarence became interested in the beet sugar industry in Alvarado, and this led a foundation for his future dealings in the beet sugar, which ranged from Ohio, Colorado, Utah, and to Lagrange, Oregon.

In 1900, Clarence was living in Cleveland, Ohio, with his wife Clara, who was born in California in January 1859. Living with them was daughter Edith, 12; and son Farley E., 9 years old. At this time Clarence was the manager of a sugar beet firm.

In July 1908, Clarence died in Denver, Colorado, from quinsy (tonsillitis). Clarence had worked early in the development of the beet sugar industry in Alameda County. Clarence Granger left Alvarado in April 1891, and engaged in the sugar business in several states about the U.S., where he was the manager of several large factories. He was the brother to Farley B. Granger, Jr. of Alvarado.

RAILROAD PRESIDENT, SPCRR: **James G. Fair:**

James G. Fair is one of Alvarado's historical figures, who probably never set foot on Alvarado soil. But his lasting legacy can still be seen today!

James Fair was born to a poor family in Clogher, County Tyrone, England, and came to the U.S. in 1843. James made a fortune in the silver mining industry in Virginia City with his three partners in the famous Comstock Mine.

According to John Sandoval in his book, "The History of Washington Township," Fair was a coarse, brandy-drinking drunkard, whose nickname among those who knew him was "Slippery Jim." His philandering caused him to lose his family, friends, and business associates.

He retired to San Francisco with his millions, but was not welcomed in San Francisco society; especially among the Central Pacific Railroad's big four: Leland Stanford, Collis P. Huntington, Mark Hopkins, and Charles Crocker.

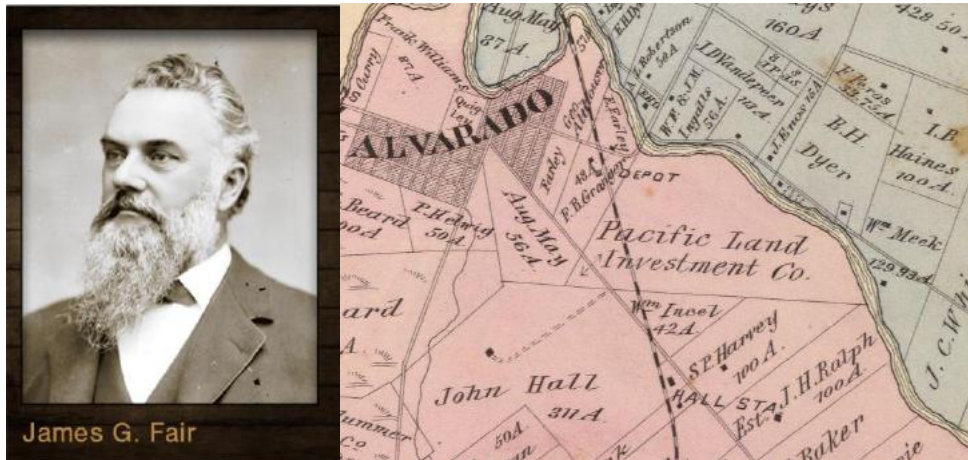
So to get even with the "Big Four" of the Central Pacific, he put through his own railroad in competition with the powerful railroad. Instead of going through Decoto, like the Central Pacific, his railroad went through the western part of the East Bay, from Oakland to Mt. Eden, through Alvarado, and then onto Newark, where Fair had bought the entire town. Eventually his railroad (the South Pacific Coast Railroad) would go all the way to Santa Cruz.

He also bought open land, where he could, so that he could put through his railroad line. Besides owning and promoting the town Of Newark in the 1870's he also owned land near Lowry Road and a large chunk of land in Alvarado south of the Alameda Creek between Alvarado Niles Road and the Alvarado Centerville Road.

His shell company, the Pacific Land Investment Company, owned a large sprawl of land as shown below on this 1878 Land Owner's Map by Thompson & West. After his railroad went through this property Jim Fair sold this property to the Alameda Sugar Company who raised sugar beets on the property.

The NW part of this property was only a few hundred yards away from the Alvarado sugar mill. In 1910 the Alameda Sugar Company decided to get out

of the sugar beet raising business, and contract all beets out to be grown by independent farmers.



James G. Fair and his holdings in Alvarado (you can see the "Pacific Land Investment Co." in the middle of the map above.) Today that land includes the Casa Verde housing tract. A portion of the property abuts the S.P Harvey farm, which is today part of S.P. Harvey Park just off Alvarado Blvd. after the SP tracks.

This left this large parcel of land to be sold, which the Alameda Sugar Company did by making a plat called "Alameda Sugar's Fair Ranch," and sold small farms off to farmers. A dirt road was put through the parcel starting at the Alvarado-Centerville Road, and running east all the way to the Alameda Creek. Later this road would be graveled and finally, circa 1952, the county paved this road.

This road would be called Fair Road in the beginning, but eventually it would be called Fair Ranch Road. Today the only part of Fair Ranch Road that remains from the early days is that 250 yard stretch from Alvarado Blvd. east to the SP railroad tracks. On the west side of the railroad tracks there are two stretches of old "Fair Ranch Road" that still remain. But these two stretches have been renamed: First is "Santa Susanna Way," which still has the home that Frank Goularte Jr. built in the 1950's. Second is "San Rafael Way," which still has my old family home built in 1931.

And what happened to James Fair? He died in 1894, a rich but sick man. But there is still more to his legacy, for his two daughters held an undying love for their father, and took part of his fortune to wreak revenge on one of his hated rivals, Mark Hopkins. They bought property on Nob Hill and erected a lavish hotel called the Fairmont in the late 1890's near the Mark Hopkins to spite his name! The daughters sold this hotel just three weeks before the great earthquake in 1906.

SALT MAKERS:

Charles A. Plummer / John Barton

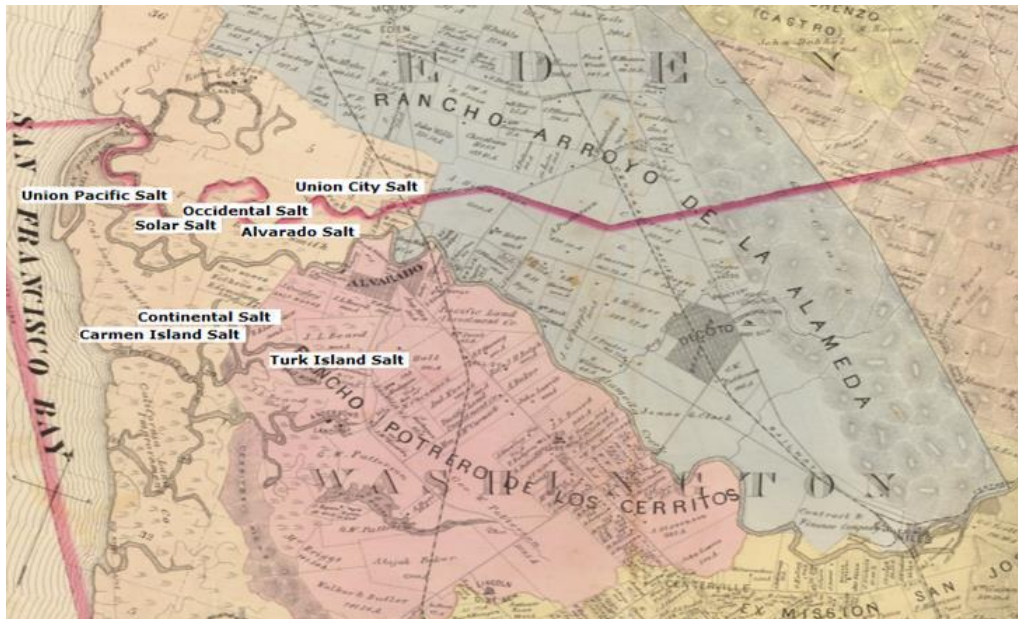
Charles A. Plummer:

Charles Plummer was born in Boston, Massachusetts, on October 16, 1841, and came to San Francisco on April 13, 1853. He held several jobs in Northern California until March 1865, when he came with his father to

Washington Township, where his father had established himself the year preceding in the Crystal Salt-works near Newark, which was then superintended by the brother of Charles J. A. Plummer, Jr.

In 1872 he established himself on his extensive salt-works, located a mile south from Alvarado, where, in partnership with his brother, John A. Plummer, Jr., he engaged in the manufacture of salt, owning two salt-works—one near Alvarado, the "Turk Island" Salt-works; and the other the Crystal Salt-works, near Newark; the firm name being Plummer Brothers.

In 1880, he was living in Alvarado with his wife, the former Miss Annie M. Miller of New York, whom he married on September 24, 1874. They had no children. Living with the Plummer's was Lena Miller and Charles Miller, Annie's sister and father. Mr. Plummer was a member of the Washington Township Pioneer Association, and Noble Grand of the Alvarado Lodge, I.O.O.F.



Salt companies located in the Alvarado – Union City area in 1878. Note the Union Pacific Salt Co. at the mouth of the Alameda Creek.

John Barton:

John Barton was born Leicester, Massachusetts, on September 13, 1813. Mr. Barton departed the east coast and landed in San Francisco Harbor, April 21, 1850. In the year 1855, John entered into the salt trade under the firm name of Barton Brothers, and in 1858 commenced the importation of that commodity from Carmen Island, opposite the town of Loreto, in the Gulf of California.

John Barton was married on October 14, 1858 to Miss Isabella Barton, a native of Buffalo, NY, and the couple had two children, William F and Grace T. By the time John Barton had incorporated the Union Pacific Salt Company, he had 10 years of experience in the salt industry.

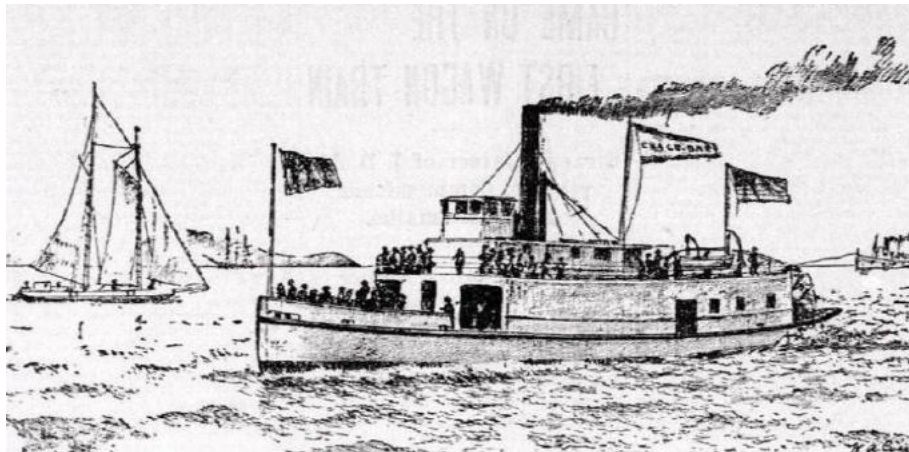
On March 25, 1868, the Union Pacific Salt Company was organized, and the most extensive salt-making concern on the Pacific Coast was established.

After its incorporation, the company purchased the Rock Island Salt Co., containing about one thousand acres, which situated in Mt. Eden at the mouth of the Alameda and Eden Creeks. In 1870, work was commenced on the Union Pacific Salt Company, and in 1873 it was so increased that employment was given to a large number of men. Mr. Barton was chosen to fill the position of President of the Union Pacific Salt Company.

The Union Pacific Salt Company was the biggest salt manufacturer on the bay. It employed more than 80 men. By 1885, the Union Pacific Salt Company was producing 20,000 tons of salt a year. Its closest competitors were producing 5,000 tons a year. Altogether, the Bay Area was harvesting 47,400 tons of salt a year.

Grace Barton:

John Barton built a steamer to haul his salt to San Francisco, he named it after his daughter Grace. Grace married a wealthy young man from Georgia, Barton Telamon Smith-Cuyler, in a ceremony held in the Waldorf-Astoria in New York City in 1900. In 1913 she instituted a divorce suit after she and her mother returned from a trip abroad. They stayed at the Fairmont Hotel in San Francisco to re-establish their residency, and then Grace filed for divorce. When finalized they would move onto the John Barton estate in Alameda, which was situated on an entire block of the City.



THE GRACE BARTON - SALT CARGO STEAMER
The trial run of the Grace Barton, March 12, 1890. It was most satisfactory, the steamer developing twelve miles per hour. She was built by George Damon at North Beach for the Union Pacific Salt Works Co. and will be used in running between Union City and San Francisco. The steamer was burned to the water line and sunk in 1916 in the filming of the movie "Jim Bledsoe." The Grace Barton was named after the daughter of John Barton, a San Francisco capitalist who was on the board of Fireman's Fund Insurance and the Sutter Street Railroad. John Barton organized the Union Pacific Salt Company in 1868.

SCHOOL TEACHERS:

Charles Osborn / Hattie Paddon / Miss Florence Randall / Miss Laura Lynch / A. Judson Farley

Charles Osborn:

Charles Osborn was born in Indiana in 1845. In 1880 he is shown as being single and boarding with W.H. Cockefair in Alvarado. It is not known how long he stayed teaching in Alvarado; however in June 1891, he replaced Mr. Thompson as the Alvarado Grammar School Principal. In July 1891, he changed his residence from Elk Grove, California (Sacramento) to Alvarado to take charge of the school. How long he stayed is not known, but in 1900, he

is again in Elk Grove teaching school with his wife Fannie P., who was also a schoolteacher.

Hattie Paddon:

Harriett (Hattie) Paddon was born in Kentucky in 1860. In 1870, she was living in San Francisco with her parents William and Bridget Paddon. In 1880, she is boarding in Alvarado with the W.H. Cockefair family, and teaching school in Alvarado. After 1880 nothing could be found for Hattie Paddon.

Miss Florence Randall:

Florence Randall was shown as the principal of the Alvarado Grammar School in 1874. Nothing else could be found for her after this date.

Miss Laura Lynch:

Miss Laura Lynch appears to be the daughter of Oliver and Sophronia Lynch of San Francisco. Miss Lynch was born in Wisconsin in 1847, and came to teach at the Alvarado School in 1870's. After 1880 nothing could be found for Miss Lynch.

A. Judson Farley:

A.J. Farley was born in New York in 1846. In 1874 A. Judson Farley was shown as teaching in the Alviso Grammar School. In 1880, he was shown as being married to Nellie Farley. Nothing was found on the Farley's after 1880.

SOAP WORKS:

Henry & Louis Lanz, Partners:

Henry Lanz was born in Germany circa 1850. In the 1870 census Henry was living with his father in New York, and working in his father's trade as a machinist. He started the soap business with his brother Louis in May 1875, in Union City, and the business was conducted there until 1882 when the operation was moved to Third Street in Oakland. They produced Chemical, Borax, Toilet, Olive, Tar, and other brands of soap. Henry was single at this time, and boarding with O.P. Fuller in Alvarado. Henry was a member of the Alvarado Odd Fellows Lodge.

TRANSPORTATION:

Edward Huff, Proprietor:

Edward Huff was born in Michigan in June 1833. He married Hannah Huff who was born in Ireland in November 1834, she entered the U.S. in 1859. The couple did not have any children.

Before 1860 they had settled in Alvarado where Edward worked as a laborer until 1875, when he and Will Lattin were named Constables for Washington Township. But by 1880, he was back to working as a laborer in Alvarado.

In 1897 Ed Huff, now proprietor of the Alvarado Bus Company, was contemplating the purchase a fine new stage with four spirited horses to draw

his new bus. It was also reported that he would, in the near future, conduct a livery stable.



This is an old photo of an 1890's horse drawn bus with a drop down top. This not Ed's bus nor is it a picture of Edward Huff.

In March 1905, Mrs. Hannah Huff, beloved wife of Edward Huff, died at a hospital. She was a native of Killarney, Ireland, and was 64 years old. She came to this country at a young age and had lived in Alvarado most of her life. She left her husband, Edward Huff of Alvarado, and two sisters.

U.S. MAIL CONTRACTOR:

William M. Liston:

[See Chapter 1, Page 64 for Bio](#)

William M. Liston went into the teamster business, but hardship prevailed on him when his stagecoach and team of four horses were lost in a fire while domiciled at the Warm Springs Hotel in 1872.

The contract division of the Post Office Department in Washington D.C. awarded the contract for the San Leandro to Alvarado mail route to William Liston in March 1873. About this time Mr. Liston was just about everything in the town of Alvarado, road-master, notary public, mail carrier (in reality postmaster), and hotel owner.

WELLS FARGO AGENTS:

Daniel C. Owen:

[See Chapter 2, Page 29 for Bio](#)

E.A. Richmond, Sr.:

[See This Chapter, Page 29 for](#)

*** NOTABLE CHINESE ***

CHINESE BOARDING HOUSE:

Ah Sam:

Ah Sam was born in China in 1840. Ah Sam ran a Chinese boarding house in Alvarado. He had seven tenants.

Mou Sing:

Mou Song was born in China in 1849. He operated a boarding house with eight Chinese nationals.

CHINESE LABOR CONTRACTORS:

Ah Hing:

Ah Hing was born in China in 1832. Ah was a farm labor contractor with ten men working for him and boarding with him.

Ye Son:

Ye Son was born in China in 1844. Ye was a farm labor contractor with ten men working for him and boarding with him.

Ah Ham:

Ah Ham was born in China in 1830. Ah was a labor contractor with five men working for him and boarding with him.

CHINESE LAUNDRY:

Hy Lay:

Hy Lay was born in China in 1832. Hy was married to Hy Lay who was born in China in 1840. They had three sons and a daughter between the ages of 1 to 5. Hy ran a laundry in Alvarado.

* **WATER** *

For most Californians water has always been a precious commodity. Droughts and water shortages were common in many parts of California. But not so in Alvarado, whose citizens were seemingly always being subjected to high water marks in the winter and spring months. It was not surprising then, that our fast growing cities on the northern end of our county eyed with envy Alvarado's watery asset. The *Oakland Tribune* put it perfectly with this article in September 1875:

"The flowing artesian wells of Alvarado are one of the features of our county. The town is supplied with them, and so are all of the prominent farmers in the adjacent country. The town of Alvarado is supplied with artesian water from a well bored by a joint stock company, and there is one at the American Exchange Hotel, to which the public has access.

The flowing well of Captain Barron is one of the most remarkable in the state. It discharges a volume of water at least ten inches in circumference, and equaling about 100 gallons a minute. The Captain having no more than domestic use for it, the water flows up and makes a lake of four or five acres in extent, whence it flows into the bay. The depth of this well is 185 feet.

E. H. Dyer's flowing well, about a half a mile from the town, is 273 feet in depth, and yields an abundant amount of water, although there are several others in the immediate vicinity, two of which are on the property of the beet sugar mill.

Eb Farley, whose property is on the east side of the creek from where Mr. Dyer has just sunk his new well, has gone down to a depth of 283 feet, and struck a stream of pure, soft water.

John Hall, a prominent farmer and stock raiser, has three flowing wells on his farm, and those of Mr. Crane, Mr. Ingalls, and Mr. Nelson are remarkable for their abundant yield.

The deepest of these wells is Mr. Farley's, which goes to a depth of 283 feet, and that of the least depth belongs to Mr. Hall, which requires a pipe of only 78 feet.

The possession of this abundant supply of pure, fresh water, gives Alvarado an advantage over some of the neighboring localities, enabling its inhabitants to grow fruit and vegetables abundantly, and its farmers to produce green feed, such as alfalfa, for their cattle.

Any establishment requiring an abundance of water would do well to consider the advantages of Alvarado. Were we (the City of Oakland) to continue the present shortcomings of Oakland without the prospect of speedy relief (such as Alvarado's water); *we could do no better than lay a line of pipe to the flowing wells of our first county seat.*"

And that is what they did in the mid 1890's, sucking out about 3 million gallons a day for the Oakland Water Co. This would prove to be a thorn in the side of Washington Township for decades to come, and only a fierce fight could reclaim the water that belonged to Washington Township.

* **ANTI-CHINESE SENTIMENT** *

During the 1870's the anti-Chinese sentiment in Alvarado, as well as throughout Alameda County, was growing. Alvarado, like all the small towns about, was witnessing an influx of Chinese, not only from immigration, but from those leaving the gold fields, and the newly completed transcontinental railroad.

Alvarado, unlike the other small towns about, had a growing Chinese merchant and "entertainment" community to serve the Chinese of the area. It was located just across Smith Street from the Catholic Church and it spread from east of Watkins Street to almost the grammar school. As this business center continued to grow, it became a town within a town, and soon earned the nickname, "Chinatown."

Although the Chinese were content to stay to themselves, some Alvarado citizens took to pummeling and abusing Chinese residents when they ran into each other on the street.

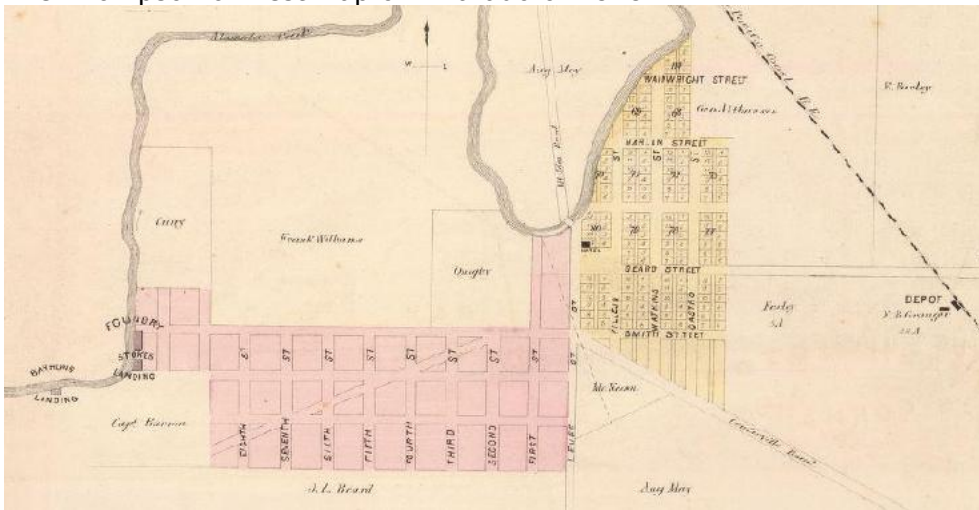
But the Chinese remained peaceful and cordial residents of Alvarado. Their New Year's Day celebration was a time of enjoyment for all in Alvarado. The Chinese residents would open their doors for all to sample food and the gaiety of the season.

*** THE 1878 THOMPSON & WEST ATLAS ***

One resource of information about Alvarado in the late 1870's was the Thompson & West Atlas of Alameda County 1878. There were many fine drawings of Alameda County ranches, estates, and maps of early Alameda County depicted.

Shown below is the map of downtown Alvarado and old Union City, as it appeared in their 1878 Atlas. The map shows the landowners of the time, and these appear to be correct. But the streets bear very little resemblance to what was reality in the U.S. Coast & Geodetic Survey of 1899.

The Thompson & West Map of Alvarado of 1878:



This is how Thompson & West portrayed Union City (in pink). On the far left is Barron's landing up from Devil's Elbow, Stoke's Landing (where Barron's landing was actually located), and the Tay Foundry. The streets in Union City are numbered from First through Tenth from east to west in the Atlas. This is wrong, the streets in Union City were numbered from Tenth though Nineteenth west to east.

On the right is the town of Alvarado (in pale yellow), the South Pacific Coast Rail Road depot is shown on far right of the map. Wainwright and Harlan Streets did not exist. Beard Street is shown where Smith Street should have been placed. Smith Street shown on the map should be the Alvarado-Centerville Road, and should have been placed where Smith Street is shown east between Levee and Vallejo Streets. After Vallejo Street the Alvarado-Centerville Road should have veered south.

Below I will show maps of the old Union City section from 1899, and then the maps of old Alvarado from 1899. I will also give the street names and the derivation of those names, and how they have changed over the decades.

*** UNION CITY STREET NAMES 1899 ***

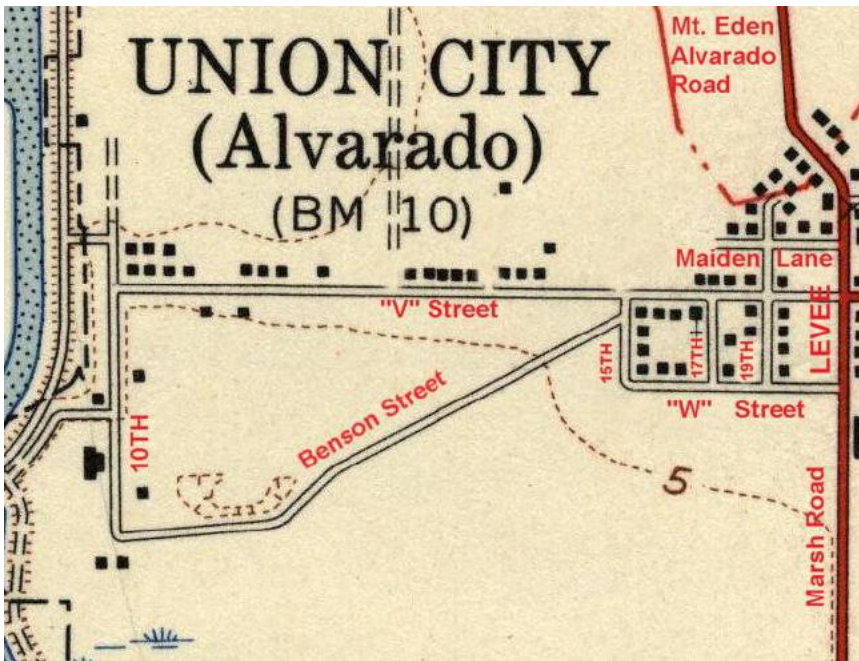
10th St. / 15th St. / 17th St. / 19th St. / V St. / W St. / Maiden Lane / Benson Road

10th Street:

This was Union City's western most street and was the cradle of Union City. Here were located the landings of Horner, Benson, and the Barron's. Also located here was the old Horner Flour Mill, later it became the George Tay Stove Foundry, and the Oakland Water Works. Tenth Street was renamed Veasy Street in 1958, to honor the builder of Alvarado's first hotel, and the County Recorder of 1855; A.M. Veasy. Unfortunately, the county got this wrong in 1958, for the person referred to as A.M. Veasy was actually Horace M. Vesey, not A.M. Veasy.

15th Street:

15th Street was located between "W" Street on the south, and "V" Street on the north. Benson Road came from the west and dead-ended on 15th Street. In 1958 15th Street was renamed Bulmer Street, to honor Alvarado's first merchant, Captain Henry H. Bulmer.



17th Street:

17th Street was located between "W" Street on the south, and "V" Street on the north. It was at the corner of 17th and "V" Street that the Presbyterian Church has stood since 1860. In 1958 17th Street was renamed Brooklyn Street to honor the

ship that sailed into San Francisco Bay on July 31, 1846. The boat carried Mormons from New Jersey to start a colony of farmers in Northern California. Chief among them was John Horner.

19th Street:

19th Street was located between "W" Street on the south end, and Maiden Lane on the north. In 1958 the name of 19th Street was changed to Brier Street to honor W.W. Brier, the first Presbyterian Minister for Centerville and Alvarado, and also the First Superintendent of Schools for Alameda County.

"V" Street:

"V" Street ran east to west from Levee Street to 10th Street. In 1958 the street name was changed to Horner Street.

"W" Street:

"W" Street ran east to west from Levee Street to 15th Street. "W" Street was also known as Canal Street for a length of time. In 1958 the name was changed to Marsten Avenue. This was possibly to honor Capt. Jotham S. Marston, the second master of the steamship "Union" on its Union City to San Francisco schedule in 1851. As for the name Marsten, I could not locate a person of that name with the qualities of having a street named after them.

Maiden Lane:

Maiden Lane was a dead-end street running east to west from Levee Street. It was connected to "V" Street by an extension of 19th Street. Today Maiden Lane is closed to traffic from Union City Blvd. The name Maiden Lane was given to this street because of its dubious history in early Alvarado.

Benson Road:

Benson Road began at the south end of 10th Street and headed east toward downtown Alvarado. At its mid-point the road swung northeast to dead-end on Bulmer Street a few yards south of "V" Street. Benson Road was named in honor of Captain Richard Benson who owned the landing at Union City, and built up a pretty little lake on the property. He then sold it to Captain Richard Barron from which the name "Barron's Landing" evolved. Benson Road still exists today, but only in parts.

* **ALVARADO STREET NAMES 1899** *

Town of Alvarado / South Alvarado

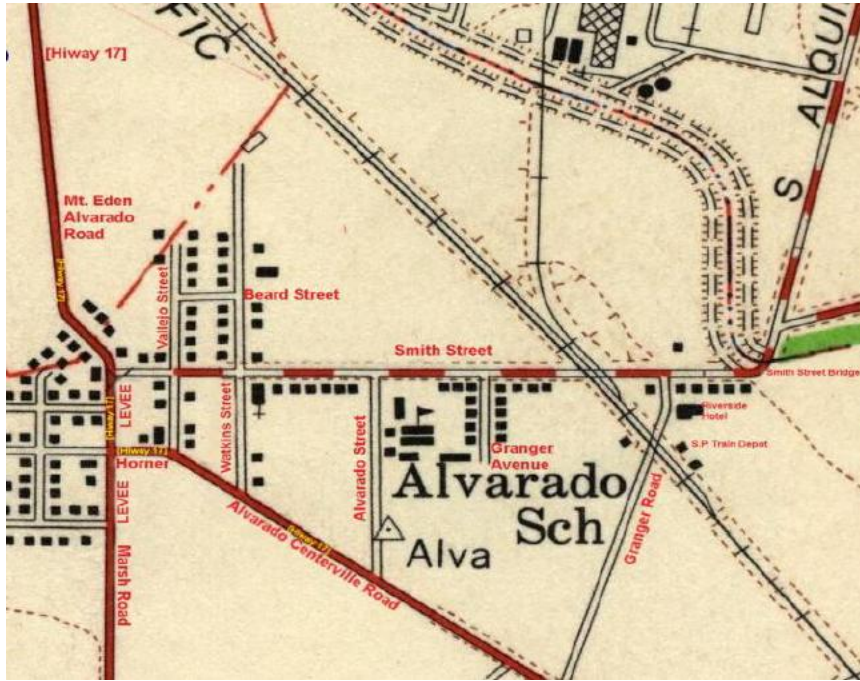
TOWN OF ALVARADO:

State Hiway 17 / Mt. Eden Alvarado Road / Levee St. / Marsh Road / Smith St. / Horner St. / Vallejo St. / Watkins St. / Beard St. / Granger Ave.

State Hiway 17:

Old State Hiway 17 went through Alvarado and was made up of several stretches of roads and streets. State Hiway 17 (prior to the coming of the I-880 freeway in 1957) started at the east end of the Oakland-San Francisco Bay Bridge and headed south

through Washington Manor in San Lorenzo/San Leandro and onto Hesperian Blvd., which took it past Mt. Eden on its way to Alvarado. The end of State Hiway 17 was in downtown Santa Cruz. In Alvarado, the Mt. Eden to Alvarado Hiway was part of State Hiway 17, as was Levee Street up to Horner Street. There was then a sharp left turn onto Horner Street (which was only one block long). Once you passed Vallejo Street the street changed to Alvarado Centerville Hiway and continued to go south through Washington Township, Santa Clara County, and then onto Santa Cruz County.



Shown above is a map depicting Alvarado from Levee Street east to what is Dyer Street today. This map from 1899 is virtually identical to the USCG map of Alvarado for 1959.

Mt. Eden Alvarado Hiway:

The Alvarado portion of this highway began at the Alameda Creek, where Washington Township began and ran south to the entrance of Alvarado just before where the old drawbridge was located, which once stood over Alameda Creek. The jog you had to make to enter Alvarado was where this bridge once stood. Now this portion has been straightened to the point where it is almost no longer recognizable. You can see by the number of houses and businesses located on this diagonal jog that the road veered sharply as you entered town on the 1899 map above. Today this is part of Union City Boulevard.

Levee Street:

Levee Street began just before the Alvarado Drawbridge (just NW of the old Alvarado Hotel) and ran south through downtown Alvarado to today's Marsten Avenue. It was called Levee Street because at one time the Alameda Creek came to within several yards of Maiden Lane in downtown Alvarado. It is also shown as 20th Street in some maps. Alvarado has always referred to this street as Levee Street, but old Union City considered it an extensions of its street numbering system and referred to it as 20th Street. Today this street is known as Union City Boulevard.

Marsh Road:

Marsh Road ran from "W" Street south to Jarvis Avenue in Newark. Because of this it was sometimes called the Newark Road or the Alvarado-Newark Road. It got its name (March Road) because it ran along the marshes of Alvarado and Newark. Today this stretch of road is part of Union City Boulevard and ends at the bridge over the Flood Control Channel near the east end of Lowry Road. Across the channel the road becomes Ardenwood.

Smith Street:

Smith Street was named for Henry Clay Smith, who founded the town of New Haven in 1851. Smith Street's western most point ended on Levee Street, and from there it ran east to the Smith Street Bridge, where it met the Alameda Creek.

At the east end of Smith Street the road made a near 90-degree turn to the north, where the street became known as the Sugar Mill Road (later to be known as Alquire Road), which ran in front of the sugar mill.

Horner Street:

Horner Street originally existed as a street for only one block. It started on the east side of Levee Street and extended one block to the west side of Vallejo Street. In 1958 "V" Street had its name changed to Horner Street. Later the old Alvarado Centerville Road south to Centerville was closed off to through traffic 220 yards past Fredi Street, and dead ended only 30 yards away from its original roadbed. Today Horner Street runs from Veasy Street on the west to 220 yards past Fredi Street to the east.

Vallejo Street:

Probably named for Jose de Jesus Vallejo, who received a land grant known as the "Arroyo de la Alameda" grant in 1842 by Governor Juan Alvarado. The Arroyo de la Alameda grant consisted of Niles, Decoto, Mt. Eden, and a small part of Alvarado. The Alvarado portion was that which was located north of the Alameda Creek. Jose Vallejo was the older brother of General Mariano Vallejo of Sonoma, who was overthrown in the first action of the Bear Flag Republic revolt in 1846.

Vallejo Street extended north of Smith Street where it dead-ended short of the Alameda Creek, and south of Smith Street to dead-end on the Alvarado Centerville Road.

Watkins Street:

The early days of Alvarado had very little to say about the name Watkins. In researching I found only one person named Watkins of any notoriety. This was Joseph S. Watkins, who served as Public Administrator for the Alameda County Court of Sessions at Alvarado from 1853 to 1854. In 1855 he was elected as an Assemblyman to the California State Legislature.

Watkins Street was sparsely populated until about 1924, when F.C. Harvey, John Ralph, and O.J. Emery moved homes from Vallejo Street to Watkins Street. At that time Watkins Street would be a quagmire during the winter, so our intrepid entrepreneurs petitioned the Alameda County Board of Supervisors to have the county take over the care and maintenance of this street.

Watkins Street ran north from Smith Street towards the Alameda Creek, and south of Smith Street to dead-end on the Alvarado Centerville Road.

Beard Street:

There existed between Vallejo Street and Watkins Street (north of Smith Street) a very short street, Beard Street. This street was named after members of the Beard family, one of the earliest European family of settlers in Washington Township. John L. Beard, ex state senator who died in 1903, was a local Beard, whose farm was located behind the Alviso Grammar School near the Alameda Creek.

In 1958 Beard Street was changed to Tay Street. The street was named for the Geo. Tay Co., which had purchased the old Horner Flour Mill in 1870, and turned it into a foundry making stoves and heaters for about 35 years.

Alvarado Street:

Alvarado Street ran from Smith Street on the north, to dead-end on the Alvarado-Centerville Road on the south. Alvarado Grammar School was located on the east side of Alvarado Street.

In 1958 the street name was changed to Fredi Street, in honor of Father Fredi, the first priest of St. Anne's Catholic Church.

Granger Avenue:

This is first street east of the Alvarado Grammar School. This name was given to a group of homes built on this street, known as the "Granger Tract." on this street. This street was a dead end accessible only by Smith Street.

Granger Road:

This is the first road east of the S.P. Railroad tracks running south from Smith Street. This road originally allowed access to the farm of Farley B. Granger Sr. in the late 1860's, and the South Pacific Coast Railroad train depot in the late 1870's.

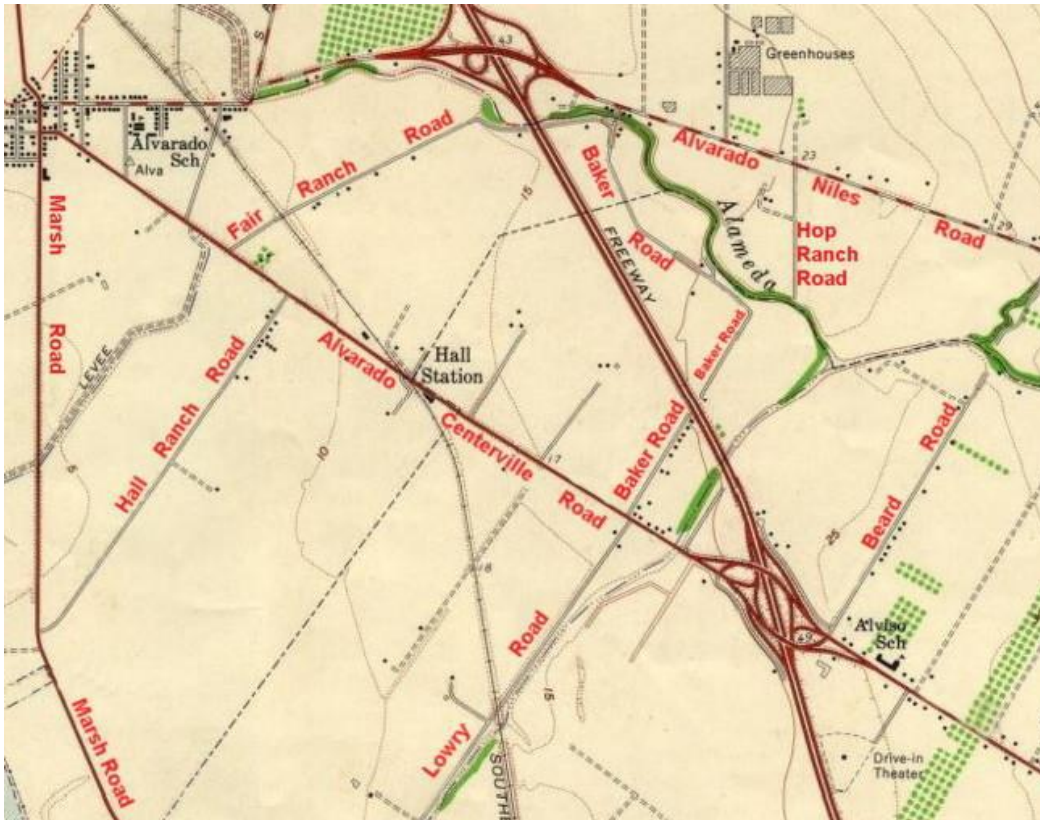
In 1878 F.B. Granger built his Riverside Hotel between Smith Street and the newly completed SPCRR tracks. Granger Road extended west over the SPCRR tracks to eventually dead-end on the Alvarado-Centerville Road.

Granger Road was eventually renamed New Haven Street, and for years connected Smith Street south to the Alvarado-Centerville Road. When the Alvarado School was expanded in the 1960's, it took over land west of the S.P. tracks that included New Haven Street. Today New Haven still exists south of Smith Street, but the only portion of the old street that is left today is from Smith Street to the railroad tracks.

It no longer crosses the railroad tracks as it did in the past. There is also a portion of New Haven Street that exists northeast of Alvarado Boulevard, but today it is a driveway into the parking lot of the schools.

SOUTH ALVARADO:

Hop Ranch Road / Beard Road / Lowry Road / Baker Road / Alvarado Niles Road / Fair Ranch Road / Hall Ranch Road



Hop Ranch Road:

Hop Ranch Road runs west from the Alvarado-Niles Road to the Alameda Creek. In 1888, Jacob B. Sherk purchased 62-acres of land from J.C. Whipple west of the Alvarado Niles Road and began to farm hops. The road leading to his farm eventually became known as the Hop Ranch Road. Eventually the county recognized this road and took over its care and maintenance.

Beard Road:

Beard Road is east of the old Alvarado-Centerville Road, just south of the new flood control channel near Lowry Road. The old Alviso Grammar School was located very near Beard Road. The road was named in honor of John L. Beard, ex-state senator and rancher on Beard Road. This road also bore the name of Orchard Road in some texts.

Lowry Road:

In my research I was not able to locate any prominent person named Lowry. There was however a large population of "Lowrie's" around Beard Road and Lowry Road. The Lowrie's owned a large ranch where the I-880 cloverleaf for Fremont Boulevard sits today. Also chief among the Lowrie's was Elizabeth Lowrie, wife of Ezra Decoto Sr. Lowry road runs west from Alvarado Centerville Hiway to the old Marsh Road. At the turn of the 20th century Lowry Road was known as McKeown Road. There also exists today a Lowry Road east of the old Alvarado Centerville Road that once known as Baker Road.

Baker Road:

Baker Road was located on the east side of Alvarado Niles Road and ran towards Alameda Creek. It was just about parallel with Lowry Road to the west. Baker Road was named for Abijah Baker, who owned a large farm where the road was located. At one time this road ran east from the Alvarado-Centerville Road to near the Alameda Creek to the west, and then turned northward to the southern levee of paralleling the Alameda Creek along Alvarado Niles Road. Here you could head toward Alvarado on the one lane bank of the Alameda Creek levee and connect to Fair Ranch Road. In 1956 the Eastshore Freeway cut off part of Baker Road, leaving a small snip west of the freeway. This small snip would be renamed Lowry Road. East of I-880 Baker Road retained its name. There was a small bridge erected over the Alameda Creek which allowed entrance to Baker Road via Alvarado Niles Road. Eventually the mobile home park went in and the name of Baker Road was changed to Almaden Boulevard, which loosely retained the original road's footprint.

Alvarado Niles Road:

First called the Creek Road, it was just that, a road that ran near the north bank of the Alameda Creek. Initially it ran south from the Sugar Mill Road to connect with the old Decoto Road. Eventually the road pushed further south, and after many years of negotiating, it was finally put through the California Nursery at Niles. The road then became known as Nursery Road for a period of years before finally being changed to Alvarado-Niles Road.

Fair Ranch Road:

Fair Ranch Road ran east of the Alvarado-Centerville Road, over the S.P. tracks, and up to the bank of the Alameda Creek levee, from which Baker Road was accessible via a single lane gravel road on top of the levee. Fair Ranch Road was named for the Fair Ranch of James Graham Fair, ex U.S. Senator from Nevada, and owner of the SPCRR. In the late 1870's, James Fair built a railroad from Oakland to Santa Cruz that passed through Alvarado and Newark. He purchased several hundred acres of land east of the Alvarado-Centerville Road (of which the Casa Verde Tract is part today) under the name of the "Pacific Land Investment Company."

After his railroad was built he sold this land to the Alameda Sugar Co. The sugar company would raise sugar beets on the tract. In about 1910 the Alameda Sugar Company began to sell off small farms (one of which my father bought in 1932) under the tract name of "Alameda Sugar's Fair Ranch." The road, which eventually ran through this tract, was called "Fair Road" on some maps, but Fair Ranch Road on most.

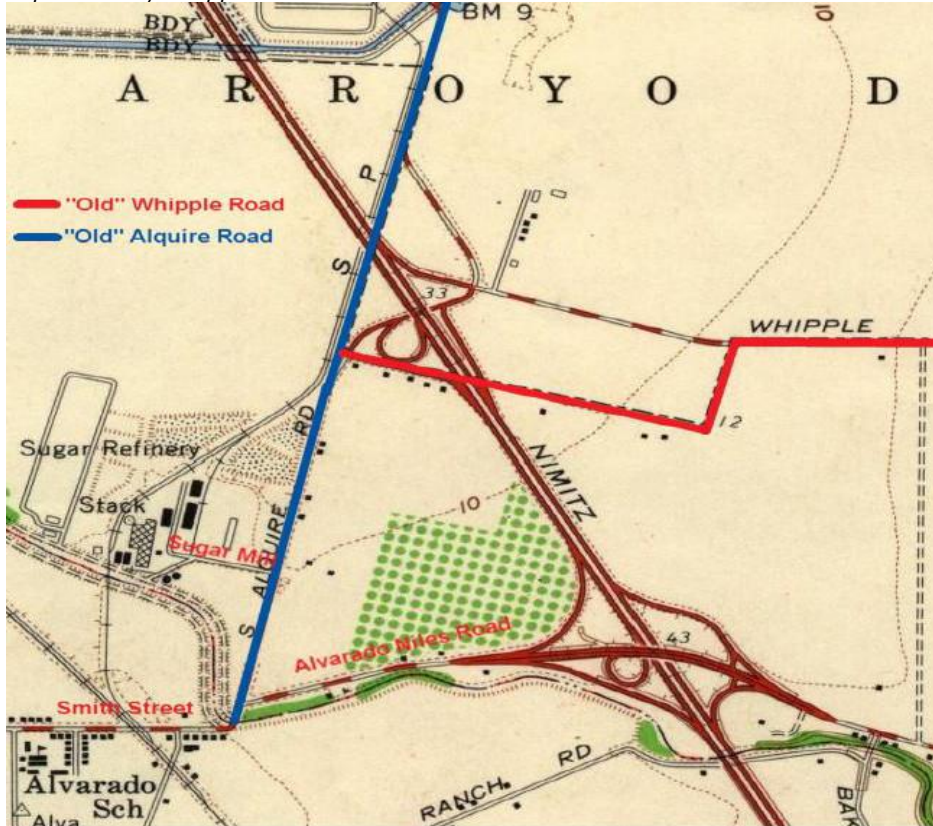
When the Casa Verde Tract was built (in the late 1960's) Fair Ranch Road was cut into pieces and the parts renamed. Santa Susanna Way and San Rafael Way are old stretches of Fair Ranch Road renamed.

Hall Ranch Road:

The old Hall Ranch Road ran west from the Alvarado-Centerville Highway to the Marsh Road. Hall Ranch Road was about 300 yards south of Fair Ranch Road. The road was named for John Hall, owner of most of the land south of Hall Ranch Road up to the lands of Logan family. The road was renamed Dyer Street when Alquire Road was lengthened to align with Hall Ranch Road.

EAST ALVARADO:

Alquire Road / Whipple Road



Alquire Road:

Alquire Road was originally known as the Sugar Mill Road. Near the end of the 20th century it was renamed Alquire Road. I could not locate anything on the name Alquire in Alvarado. However, there was a family that lived on the old Sugar Mill Road (since at least 1867) whose name was Allquire.

Alquire ran from the Smith Street Bridge north past the Sugar Mill and made a bend to the east where it connected to Mission Boulevard at Holiday Bowl. When Alvarado & Decoto incorporated, the part of Alquire Road which remained in Union City was changed to Dyer Street and was extended south to join with Hall Ranch Road.

The other part of Alquire Road, which was located in the city of Hayward, was changed to Industrial Blvd. The portion of Alquire Road that leads directly to Mission Boulevard was sometimes referred to as "The Alvarado Road" in the late 1800's.

Whipple Road

Whipple Road ran west from Mission Blvd. to Alquire Road. When Whipple neared Alquire it took a jog south and then west again until it hit Alquire Road. This was done to keep from cutting the William Hayes property in two. This became known as the "Whipple Road Dog-leg." When I-880 came in, it cut the southern portion of the dogleg into two pieces. Whipple Road was then straightened so that it became an onramp for the freeway. The dogleg pieces were renamed Amaral Court and Amaral Street on the east side of the freeway. On the west side of the freeway, the old Whipple Road dogleg was made into an onramp for traffic heading south on the freeway.

*** SOCIAL, CIVIC & RELIGIOUS ORG'S ***

Alvarado Grammar School / Alviso Grammar School / IOOF

Alvarado Grammar School:



The Alvarado Grammar School built in the late 1870's.

Alviso Grammar School:



The photo above shows the existence of two Alviso Grammar School buildings. The one on the left would be the original school house, built in 1856. As the population grew, this schoolhouse became crowded and a new school was needed. The old school became the school for the primary grades. A second grammar

school was built to house the upper grades in the school. These buildings would be replaced by a new school after 1910.

The clerk of this district is Dr. Samuel A. Buteau clerk. There were 121 census children, 97 of whom attended school during the year. School was maintained nine months, at a cost of \$989.29 for salaries. Building improvements brought the expenditures up to \$2,777.23. The value of school property in the district amounts to \$4,175. (These statistics supplied by the *Oakland Tribune*, December 1876)

IOOF:

Alvarado had the first fraternal lodge in Washington Township; this was the Independent Order of Odd Fellows (IOOF), which was founded November 26, 1859. The charter members were Charles S. Eigenbrodt, Albert E. Crane, James Hawley, William M. Liston, William Morrison, William Hayes, W.H. Hawthorne, George Simpson and N.B. Eldred.

The lodge flourished in Alvarado and over the next two decades many prominent Alvarado men would serve as officials in the organization:

Joseph McKeown	Daniel C. Owen	Orlander P. Fuller
John M. Ingalls	Edwin C. Bragdon	H.W. Pomeroy
William Morrison	A.E. Akerman	George Simpson
Weston F. Emery	J.G. Vandeppeer	Ebenezer C. Farley
Abel W. Gragg	Farley B. Granger, Sr.	Asman J. Lowell
William Wills	Roy Emery	John Lowrie
Edward A. Anderson	Henry Lanz	David Lowrie
William H. Cockefair	Merrill W. Ingalls	Samuel Sandholt
Mossman D. Gillman	W.O. Chapman	Edward A. Anderson
Charles Davis	George Small	

*** MEMORABLE ALVARADO EVENTS ***

January 7, 1870:

Alvarado IOOF:

At a recent meeting of the Alvarado I.O.O.F. the following officers were named for the coming year:

E.H. Dyer, W.H. Cockefair, W.H. Ingalls, D.C. Owen, J.T. Taylor, A.W. Gragg, Wm. Whidden, Wm. Hayes, E. Dyer.

June 9, 1870:

Railroad:

On Tuesday, June 7, 1870, at an adjourned meeting, the Alameda County Board of Supervisors refused to grant a franchise to run an "iron railroad" from the town of Irvington, through Centreville, Alvarado, San Lorenzo, San Leandro, Brooklyn, etc., to connect with the proposed track to run through Fruitvale Avenue to San Pablo. Doubtless, an iron track over this route would take most of the interior traffic now carried by wagons (and coaches). The right to lay it failed, not on the merits of the measure, but because it failed to specify the motive power that would be employed to operate it. It is confidently expected that the effort will be renewed with more strict attention to detail and be successful.

February 1871:

Fire at Boarding House:

On Sunday night, February 5, 1871, a fire broke out in Louis Helbing's boarding house, located a few rods distant from the Sugar Factory at Alvarado. The structure was speedily along with the household furniture. The loss was \$800 and the insurance coverage was \$500. It was supposed that the fire was the work of an incendiary (firebug).

March 1871:

Alvarado Drawbridge in Poor Shape:

The Alameda County Board of Supervisors met on March 13, at San Leandro. The President stated that, in accordance with the expressed intention of the members, they had visited and examined the Alvarado drawbridge, and that they also had employed a gentleman competent to investigate the work thoroughly and report upon it.

Mr. G.F. Allandt's report was then read. He found that according to the plans, specification and contract, a number of sills, derrick-posts, chains and ring-bolts were wanting; pulleys in the derrick-posts and stringers were deficient in dimension; most of the flooring planks and diagonal braces (evidently being in use for years, and fastened in many places with spikes), were old and many of them quite rotten; as to the workmanship, it was simply execrable; the piles and the posts were out of plumb and out of place; and, to make the bridge passably safe, would cost \$440 by an approximate estimate. The report was adopted; the previous report of Captain Cady was rejected.

July 1871:

Colossal Oats:

Mrs. Pierce Wiggins, of Alvarado presented us (*Pacific Rural Press*) with a stool of oats numbering 136 stalks from one seed. The stalks are from three to four feet high, and grew as volunteers on a piece of 15 acres of uncultivated salt marsh land, which Mr. Wiggins is reclaiming. His method of reclamation is by means of floodgates placed in the ditches, which are closed during high tide. The tract is flooded with fresh water by an artesian well, and then drained at low water by opening the floodgates.

September 1871:

Torchlight Parade:

The citizens of Alvarado, Alameda County, participated in a large and enthusiastic torchlight procession at that place Saturday night, September 9th, when it was announced that Booth was elected by a handsome majority. The town was illuminated and a fine display of fireworks set off. The procession was under the marshal ship of E.H. Dyer.

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**John Hall's Horses:**

John Hall from Alvarado won the following premiums at the California State Fair:

Class I. Thoroughbreds: (Stallions)

Best three-year-old and over: John Hall for Norfall, \$50

Best one-year-old: John Hall for Alice, \$30

Best colt under one year: John Hall, (name not specified), \$20

Mares:

Best four-year-old and over with colt: John Hall for Peggy Ringgold and colt, \$60

Best two-year-old: John Hall for Abi, \$30

Best thoroughbred dam with not less than four of her colts (all thoroughbred) was John Hall for Peggy Ringgold, \$60

**November 1871:**  
**Methodist Church:**

The Methodist Church at Alvarado, Alameda County, has been turned into a bar room, the spirits being dispensed from the pulpit, which serves as a counter.

**November 1, 1871:**  
**W.M. Liston Farmer:**

In the garden of William M. Liston stands a blue gum tree (eucalyptus), which measures eleven feet in height and girths nine inches. This tall, slick, slim sapling grew from a seed this summer. It is a monstrous growth for such a short time. However, it is nourished by a very prolific bit of ground. Near it stands a tomato stalk, which is ten feet in height, and from which over two bushels have already been gathered. Near it is also a table beet, which came from seed planted last May. Its weight was just twenty pounds. It was of the table variety, nice, juicy and tender.

**December 1871:**  
**Miss Agnes Barron Severely Injured:**

A frightful accident occurred December 12, 1871 to Miss Agnes Barron, daughter of Captain James Barron, of Union City. It appears that the young lady, who is about fifteen years of age, after returning from school, went riding on horseback, using a man's saddle.

The horse became frightened at Alvarado, and ran to Union City, a distance of half a mile. The unfortunate young girl was thrown from the saddle, but her leg having caught in the stirrup, she was dragged the full distance, her head striking against the road. When rescued, she found to have several severe cuts and bruises about the head and face.

Physicians were at once called upon, who attended to her closely and did everything in their power for her, but she remained unconscious for two days. Although dangerously injured her physicians entertain hopes of her recovery.

**May 1872:**  
**Benjamin Williams Notary Public:**

Benjamin Williams of Alvarado, Alameda County, has been appointed by the Governor as Notary Public.

**August 13, 1872:**  
**Alvarado Salt Co.:**

The Quigley's, of the Alvarado Salt Co., employ five men constantly in their salt works, and at times many more. They turn out from five to fifteen tons of salt a day, making five classes of that article; table, dairy, half-ground alum, half-ground starch, and common salt. Their machinery and appliances are all first rate.

**September 1872:**  
**Chicory Farming:**

Farley B. Granger, Sr. of Alvarado, has for five years been engaged in the raising of chicory for the California Chicory Company. He has just completed a new drying house; the one formerly used was destroyed by fire last year.

The present crop is now ready to gather and consists of fifteen acres, and will yield probably ten tons to the acre, which in drying will lose about three-fourths of its weight, and will furnish about thirty-seven tons of marketable product.

The appearance of chicory in the field is similar to that of beets, although the leaf is not quite so broad and smooth, the root is white like parsnip, and on being broken or cut gives out a thick milky juice which is bitter to the taste. The plants penetrate to a great depth, many of them being from three to four feet in length.

It is too much labor to dig them out whole, so a plow is used that cuts them at a depth of about ten inches, when the top part is pulled out by hand, cleaned and chopped by machinery, and put into a hopper-shaped bin lined with brick, that will hold from three to four tons at a charge, and exposed to the heat of a furnace underneath till dry, when it is sacked and ready for market.

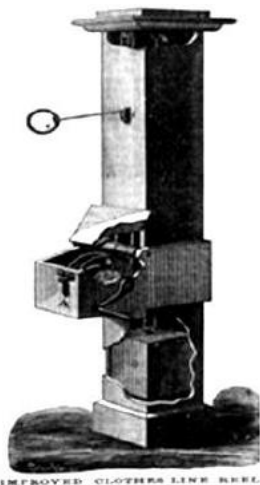
The further roasting, which is necessary before grinding, is done in the city where it is prepared for use. Horses and cattle are fond of chicory and fatten upon it more rapidly than when fed with either beets or carrots, but the milk of cows fed upon it has a bitter taste. Chicory is also used as a blend in ground coffee.

**October 1872:**  
**John Quigley shows Salt:**

Among the exhibitors of manufactured goods and products displayed at the State Fair for the public's pleasure was from John Quigley, Alvarado, Collection of various kinds of salt for dairy purposes and a sack of table salt. All of his specimens of salt were manufactured at the Alvarado Salt Works.

**August 1873:**  
**Automated Clothes Line:**

In view of these self-evident facts many devices have been invented to overcome the difficulties and render the use of clotheslines less of a nuisance than formerly; John Brizee of Alvarado has recently obtained a new patent. As Mr. Brizee lives in a country town where Chinese laundry men are not so plenty as in San Francisco, he has had some experience of the matter, and has fully relied on an appreciative community for his reward. The improvement consists of an arrangement by which a single shaft is employed for winding both clothesline and weight line, thus avoiding complication, expense and the liability of the lines becoming fouled. Another improvement is the upright box support inside of which the weight moves down, which forms a part of the reel box; and lastly of an arrangement by which the clothesline may be tightened at any desired length.



Although clotheslines are among the necessities of housekeeping appurtenances, they are, like smoking stoves, often the unconscious

cause of serious domestic troubles. They always hang in the back yard in a position accurately calculated to either strangle, or injure the nose of any individual passing, and carefully prepared statistics prove that the average number of persons of the female persuasion who remember to put the lines away after using is about one in one hundred. The domestic who systematically removes them at the proper time is to be cherished and an example to be quoted.

When left outside, clotheslines become grimy and dusty and are apt to leave their marks on the line suspended from them. An addition to these very forcible objections is that of their tendency to stretch at one time and tighten at another, either breaking, or sagging down so as to render progress in the rear regions extremely hazardous. Then they are always carelessly fastened to a rusty nail, and every housekeeper will bear testimony that this proceeding is a dangerous one and its results provocative of emphatic language in the kitchen.

#### **April 2, 1874:**

##### **Alvarado Sugar Mill:**

The town of Alvarado, is hurting because of the loss of their sugar mill to Soquel. Many reasons were given, but the *San Jose Weekly Mercury* has come up with this one they printed in their newspaper on April 2, 1874:

"Some people never seem to have any sense, nor to know when they are well off. If they are farmers and wheat is bringing two-cents a pounds, they will off for two and a quarter. When it reaches that figure, they advance their stakes to two and a half. Then comes a falling market, and the next spring they sell for one and three-fourths.

They do not do this once in a lifetime, but it is their regular way of doing business.

A few years ago the farmers in Alvarado, with a commendable spirit of enterprise, succeeded in inducing a number of capitalists to erect a beet-sugar manufactory in their midst. Their lands were admirably adapted to the culture of the sugar beet, and the manufactory at once proved a grand success.

But no sooner was it fairly in operation than the farmers began to increase the rent of their land, and continued to increase it until it reached \$20 an acre. Then they wanted \$7 an acre more for plowing and tilling. The company couldn't stand the extortion, so they took down the machinery and shipped it over to Soquel.

And now the rental value of Alvarado land is from five to eight dollars an acre, and the smart little town that springing into existence as the result of the sugar enterprise, will gravitate back to its original four corners. They bit off their own noses. This chapter might be prolonged, but we have said enough to elucidate our opening proposition; hence, what is the use?

#### **April 23, 1874:**

##### **Predicament:**

A dapper little fellow from Alvarado intended to attend the mask ball at Livermore. He chose for his character a monkey outfit in which to shine at the festive event. He doffed his costume at a hotel two blocks from the ball-room, intending to walk in costume to the affair. It was about 10 o'clock when the fellow donned the tight-fitting outfit, and playfully swinging his monkey tail, but he had not gotten far when

he was espied by two dogs, who mistook him for a monster and started after him. He concluded the better part of valor was to climb the high wooden fence at Steven's Mill (yes, this is the same mill that used to be located in Alvarado), which he did with marvelous agility. He was forced to sit on the top of the sharp pointed fence for two hours in the frigid temperature until he was rescued.

#### **February 1874:**

##### **Drawbridge Malfunction:**

It took nearly the entire population of Alvarado last Saturday to raise and lower the celebrated drawbridge in order to squeeze a steamboat through.

#### **1875:**

##### **Glue Factory Closes:**

The glue factory ended a two-year run, closing because the humidity in the atmosphere prohibited the manufacture of a first class product.

#### **May 1875:**

##### **Benjamin Williams House Destroyed by Fire:**

We learn that on Sunday last, about 2 o'clock p.m., the residence of Benjamin Williams, in Alvarado, was burned to the ground. All the household furniture and wearing apparel were saved, except for a bedstead and a few articles of trifling value. The fire originated while the family was preparing dinner and it was caused by a defective or worn out stovepipe. The building was a total loss and uninsured.

#### **September 1875:**

##### **Huff and Lattin Named Township Constables:**

Ed Huff and William Lattin, both from Alvarado, have been named as local constables for Washington Township.

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Annual Harvest Ball:

The Annual Harvest Ball at Alvarado passed off on the evening of September 17, 1875. The attendance was large, being upwards of sixty couples. The music was furnished by the Willis' Band from San Francisco, and an elegant supper was given by the proprietor of the Brooklyn House. The occasion was a most enjoyable and delightful affair.

October 16, 1875:

Marriage, Clark and Curragh:

Married, on October 14, 1875, at the Haywards Congregational Church, by Rev. W.W. Brier, Thomas Henry Jones of San Francisco and Miss Zue Clark Curragh of Alvarado.

November 10, 1875:

The Villages of Alvarado and Centreville:

If I may judge the character of the farming population by their disposition as regards to patronizing a good agricultural paper, I would say that the farmers living in the immediate vicinity of the town of Alvarado are the most self-satisfied or self-relying people I have met in California, for they are totally indifferent concerning matters of interest to the ordinary farmer. I think a little "Sleepy Hollow" drowsiness has crept over them, and if the snort of the little engine on the narrow gauge railroad, that passes close by, does not arouse them from their tranquil repose, their fate will be

more surprising to them than was the long, white beard, tattered garments and rotten rifle-stock, of that celebrated slumberer, Rip Van Winkle, when he awoke from his 20 years' nap. But, by way of contrast, Centreville, the next town above Alvarado, was all astir with the excitement attending a political meeting on the day of my arrival there. There I met a number of rural subscribers, among whom were Mr. Shinn, the nurseryman at Niles, L. E. Osgood, J. A. Brewer, John Lowrie, M. B. Sturges, Francis Perez and Wm. A. Moore. I meant to have visited the respective farms of these gentlemen, but a message from the city called me abruptly away. Mr. Lowrie could have given me some valuable notes on irrigation, as his farm of 650 acres is crossed by the Washington and Murray Township Irrigating Company's ditches. I would likewise have been edified by Mr. Perez's "horse talk," as he has some very beautiful young colts of almost thorough strain; and Mr. Wm. A. Moore's young orchard would have been a pleasant sight, for good orchards are not numerous here, and I was told that his is very fine. From the Washington Corners Independent I clip the following notice of Mr. M. B. Sturges' Short Horn stock: "Two years ago last September our excellent neighbor, M. B. Sturges, bought a thoroughbred cow for \$405, and many thought at that time it was a bad speculation. Not so, however, for last year one of her calves was sold at \$275, and this year another one has just been sold at \$225. This one is a bull, weight 1,375 pounds, and was bought by J. A. Hassinger, who has designs taking a lot of the best stock to Japan or the Sandwich Islands. The same cow has a heifer seven months old, and will have still another next month. Thus it is that the best breeds of stock pay best and help the farmers to live right here.

November 1875:

Rubber Paint:

Subj: Rubber Paint

Alvarado California

June 10, 1875

Pacific Rubber Paint Company

Gents:

We the undersigned interested parties in the Odd Fellows Hall of Alvarado feel it a duty, as well as a pleasure to say to you that we are highly pleased not only with the appearance of the Rubber Paint on our hall, but think it at least twenty per cent cheaper than any paint we could have used and we recommend it to all as superior to any other paint as regards its covering and spreading capabilities.

WILLIAM MORRIS LISTON

D. C. OWEN

F. B. GRANGER

W. F. INGALLS

JOSEPH M MCKEOWN

Trustees, Hall Association, Alvarado

Alameda County, California

O. P. Fuller, Painter

January 1876:

Alvarado One Vast Sea due to Flood:

The Alameda *Independent* says:

"The continuous fall of rain in the forepart of this week caused all the creeks and streams to rise rapidly, and some of them to overflow their banks to no small degree in various parts of the county. Thus the Alameda Creek rose very high at Niles, and below there spread its waters over a large expanse of level country, below Decoto, and near Mt. Eden and Alvarado. The plains that extend from these last two named places towards the bay, looked more like one vast inland sea, than the productive stretches of land, interspersed with cultivated farms and gardens, as they are in fact no inconsiderable extent."

February 1876:

William Davis Drowns in Creek:

A man named William Davis, a native of Liverpool, England, aged about thirty years, and a member of Metropolitan Lodge No. 27, IOOF, of Leavenworth Kansas, was drowned in Alameda Creek near Alvarado on Thursday afternoon last. Davis and a sixteen-year-old Alvarado boy named Henry Vandenkaker were sailing down the creek when the boat capsized. Both clung to the boat for some time, but finally Davis struck out to swim ashore, when he was seized with cramps and went down to rise no more. The boy was rescued off the foundry wharf, where the body of Davis was fished out on Friday morning.

March 1876:

Flooding Continues:

For the sixth time this winter the Alameda Creek overflowed its banks last Friday, and has been flowing about the valley in the vicinity of Alvarado, Centerville and Mt. Eden all this week. The other day a number of girls, accompanied by two or three gallants, went out for a boat ride over the plain. It was "bully fun" going down with the current, but when they turned back the boat went under instead of up. One of the young men took to a fence (and may be there yet for all we know), while the girls, like cousin Sally Dillard, just gathered up their dry goods and waded back home. The boys couldn't tell whether they wore barber pole stockings or not, as the water was muddy and came above the point where the stocking are supposed to terminate.

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**Remarkable Coincidence:**

A few years ago there resided at Mission San Jose, in Alameda County, two young ladies, between whom, although not of kin, a strong friendship existed. They were married at the same time at the same service. Then they took up their residences, one at Haywards and the other at Alvarado. In the course of time they gave birth to children on the same day, the birth of one preceding that of the other by two hours. Three weeks later both children died on the same day, the oldest dying just two hours before the other. Three weeks after the death of the children both mothers died on the same day.

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County Pound Master Sued:

A suit has been brought before Justice Smith at Niles by Williams against Nauert, both gentlemen living in or near Alvarado. It seems that Nauert is Pound Master of the district around Alvarado, and had impounded two of Williams' calves for being where they shouldn't have been. Now Williams claims that the pound is not a legal pound, because it was not definitely by order of the Supervisors at a special place, and hence putting his stock in an illegal pound is an illegal act, and the Pound Master is liable for all damages caused by such wrongful act. The Justice decides the matter today we believe, and probably the case will be appealed not matter how he decides.

April 1876:

Leap Year means Romance:

"Ida," the Alvarado correspondent of the *Washington Corners Independent*, (Irvington) writes to that paper as follows:

“Our roads are in splendid condition now for driving out for a ride, and all that is lacking here to help us enjoy this beautiful season is about twenty-three horses and buggies, and the same number of good looking young men, and I do not mean schoolboys nor old bachelors either, for this is leap-year!”

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#### **Alvarado is Prosperous:**

Business seems to be lively in and around Alvarado. Merchants, mechanics and farmers alike wear smiling faces, and we doubt not that the present year will be a most prosperous one for all our people. Everywhere throughout the central and southern parts of our county, wherever we have been, the appearances indicate one of the finest seasons for crops of grain and fruit, as well as hay and vegetables that people have ever seen around here. The fruit trees are covered with fine blossoms and the growth of the crops in the fields are well advanced.

#### **July 1876:**

##### **Fourth of July Injuries:**

At Alvarado, on the Fourth, a man was severely burned with powder from sheer carelessness on his part from firing an anvil. The anvil had been fired quite a number of times when one of the attendants, James Cameron, carelessly poured some powder on the anvil, which ignited from an unseen spark, and the can burst in his hands and burnt both of his hands and face in a most shocking manner. It was at first supposed that he would die from his injuries, and in any event that he would lose his eyesight, but we are pleased to learn that the injuries are less serious than were at first supposed, and that his eyes have not been injured. He was delirious during the following night, but yesterday had come to his senses, realized his condition and conversed with his friends, and seemed to think that he would be all right shortly. His physician pronounces him out of danger.

#### **August 1876:**

##### **Trout Farm Started Then Abandoned:**

Messrs. Wiggins & Taylor, a firm of piscatorial propagators, tried the experiment of trout culture in Alvarado, where they purchased land for the purpose, and sunk an artesian well. Hatching houses were constructed, the ponds ditched and diked, but the experiment does not seem to have been a success, as it was not continued.

#### **September 1876:**

##### **Drawbridge in Alvarado in Need of Repair:**

W. M. Liston, Road Master of Alvarado, reported that the drawbridge at Alvarado was out of repairs and needed replanking. It would require about 4,000 feet of planking and the cost would be \$125. The district was unable to pay for the work. On September 26<sup>th</sup> the Supervisors approved the expenditure of \$115.28 to replank the Alvarado Bridge.

#### **November 1876:**

##### **Alvarado Producing Superior Potatoes:**

In the farms around Alvarado, it was noticed that an abundance of a superior quality of potatoes, averaging about 200 bushels to the acre that were ready to be harvested. They are not speckled, nor infected in any way so as to impair or destroy their usefulness, as is the case in many other parts of the state.

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IOOF Anniversary:

The anniversary ball of the Odd Fellows at Alvarado last Friday night was a splendid and successful affair. There were about seventy-five couple's present, fine music, an abundance of refreshments of excellent quality, and dancing to the satisfaction of the most ardent admirers of the art.

December 1876:

Fire Destroys Business Block in Alvarado:

A fire destroyed the principal business block of Alvarado last night. The grocery store of James Stokes, the American Hotel, and several other business houses were burned. The entire block was consumed with the exception of Smither's Saloon. Cause of the fire is unknown. The loss is \$35,000.

January 1877:

John H. Ralph, Sr., taken by death:

John H. Ralph, Sr. died on January 20, 1877. A native of Alvarado he was 29 years old. John was a retail grocer in Alvarado and leaves his wife Kate, a daughter Nettie, and a son John H. Jr.

March 1877:

Stock of Goods for Sale and Store to Let:

The business and stock of goods of John H. Ralph, deceased, late of Alvarado, Alameda County, are offered for sale by the undersigned, Administrators of his estate, pursuant to order of the Court. A splendid opportunity is thus offered to any one desirous of engaging in the merchandise business in the country. The store will be let on reasonable terms.

Alvarado: March 3, 1877

Wm. Whidden,

George Emerson,

Administrators of the estate of John H. Ralph, deceased.

October 1877:

Hellwig Barn set Afire:

At 6:15 p.m. on Tuesday night a fire was discovered in the barn of Hellwig & Co., butchers. Two employees had left the barn at 6:00 o'clock, who say there had been no smoking in the barn, nor the light of a lantern. Forty tons of baled hay and seven horses were consumed; four horses and one wagon were saved. The loss was estimated to be about \$2,500, with no insurance.

The country is full of men crazed by the incendiary articles published by some of our newspapers. These men have the insane idea that by burning property they will increase the demand for labor, and reduce all to the same level. One such was arrested last Monday night near Alvarado, who had become a raving maniac, and imagined that his head had been cut off by the Vigilance Committee.

December 9, 1877:

Narrow Gauge Railroad:

The Narrow Gauge Railroad is now completed from Alameda to Los Gatos, a distance of fifty-five miles, passing through the towns of San Leandro, Mt. Eden, Alvarado, Newark, Alviso, Santa Clara and San Jose. Last Sunday the Directors and officers, and about one hundred invited guests, took a trip over the road stopping at

different places and taking a look at the country, as well as at the railroad itself. The return trip occupied about an hour only.

The railroad was found to be well constructed and in good condition, and will be put to use as soon as the ferry slip in Alameda is ready for receiving freight and passengers by steamers and cars. This will be in early 1878. The road will be extended from Los Gatos to Santa Cruz as soon as a tunnel of a mile and a quarter can be excavated through the hills according to contract. The contractors have eighteen months' time to do it in, at \$30 per foot, or \$181,500 by estimate for the whole.

December 1878:

South Pacific Coast Railroad Schedule:

The South Pacific Coast R.R. (narrow gauge) furnished the following schedule of distances on its line from San Francisco. To Alameda Point (by fast steamer) 5 miles; Alameda, 10; West San Leandro, 10; West San Lorenzo, 17; Mt. Eden, 21; Alvarado, 24; Hall's, 25; Newark, 30; Mowry's, 31; Alviso, 38 (Santa Clara County); Agnew, 41; Santa Clara, 44; San Jose, 46; Lovelady's, 51; Los Gatos, 56; Alma, 58.

This is the shortest and quickest railroad line from San Francisco to San Jose, and in several respects the pleasantest. It is also rapidly increasing in freight and passenger traffic and general popularity.

February 1879:

First Asparagus of the Season:

The first Asparagus of the season was received today in the San Francisco produce market from Andrew Kerr of Alvarado and H. Neilson of San Lorenzo.

August 1879:

Death Calls Ebenezer Farley:

On Friday, August 8th, Ebenezer Farley was found dead in the orchard he loved to tend. Born in Canada in 1811, he lived in the St. Joseph area of Michigan before moving to Alvarado. In 1840 he married Eliza Smith. Mr. Farley was an Alvarado pioneer and devoted much of his time to the politics and well being of the town. He was 68 years old.

September 26, 1879:

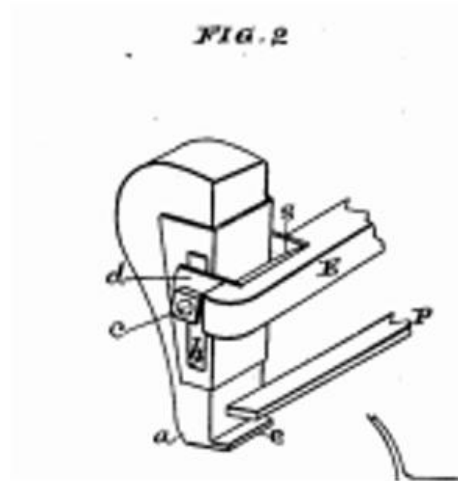
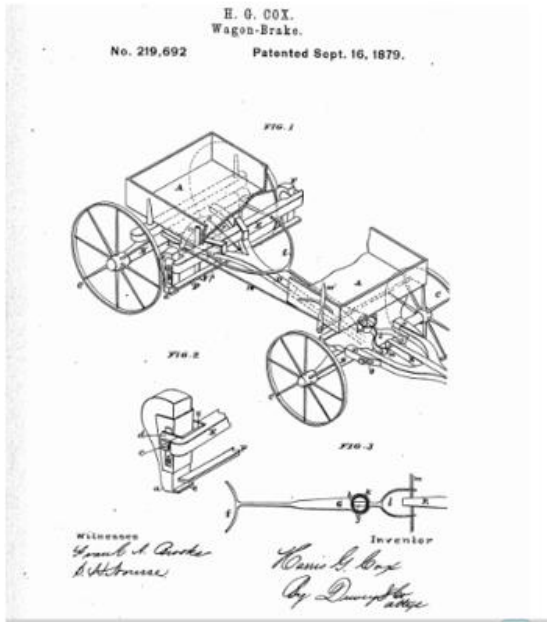
Gen'l Grant:

W.F. Clawson, principal of the Alvarado School, and Principal W.H. Galbraith of the Hayward School, wore blue sashes and red, white, and blue rosettes to the celebration of the arrival General Grant to the Bay Area.

November 1, 1879:

Patent, New Wagon Brake:

This invention consists in so constructing the brake that it may be operated by the back-pulling action of the horses, or may be operated by an ordinary hand lever, as desired, and may be applied to any ordinary vehicle or street cars. It differs from ordinary horse brakes in that the wagon may be backed at any time without locking the wheels, while at the same time the wheels may be locked if it is desired to do so.



December 1879:
Benjamin F. Ingalls Called by Death:

Benjamin F. Ingalls, of Alvarado, died on December 19, 1879. He was born in Sullivan, Maine on July 12, 1812. He was interred at the Decoto Cemetery.