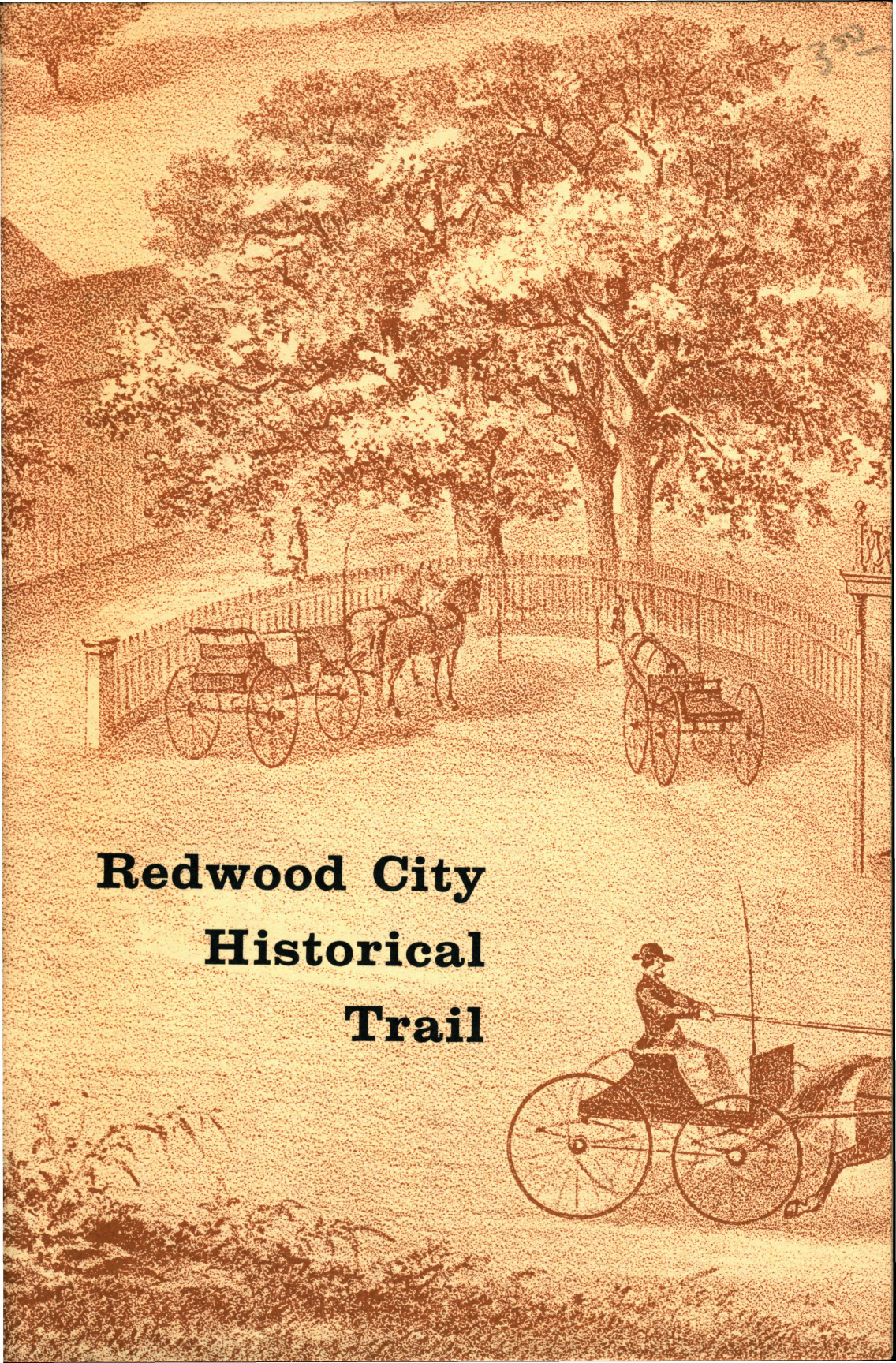


CENTURY 67

Redwood City
Historical
Trail



**Redwood City
Historical
Trail**

*REDWOOD CITY
CENTENNIAL COMMITTEE*

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George H. Fakhouri



In her Centennial year, the City of Redwood City stands on the threshold of expansion plans that will double her population in the next few decades and add a state college campus to her environs. It is quite impossible to envision the next one hundred years of growth.

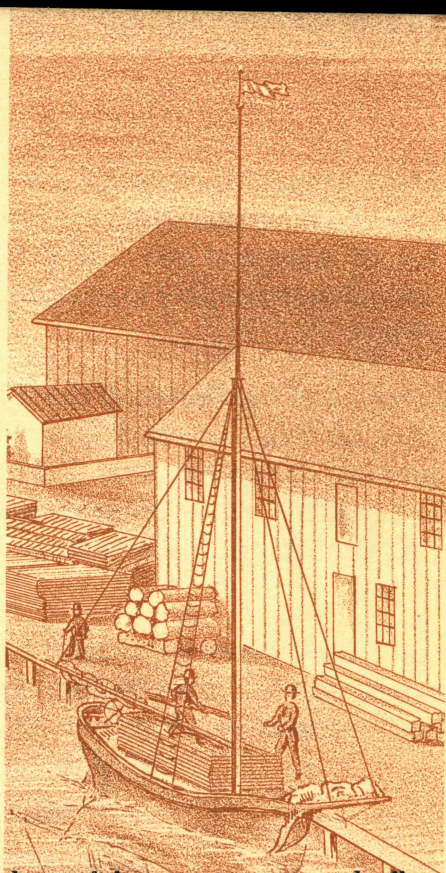
It is the intention of the Redwood City Centennial Committee, that the sites on this Historical Trail will commemorate the beginnings of our community, and that no matter what pattern future development will take, pioneer endeavors will be recalled and perhaps contribute to the wisdom that is necessary for sound progress.

Many persons have given generously to make this Trail possible, but none more so than Richard N. Schellens, City Historian, whose research was fundamental.

David N. Schutz

Redwood City Centennial, Inc.
David N. Schutz, President





A century ago, the residents of this maritime-oriented village variously known as *Embarcadero*, *Mezesville*, *Redwood Landing*, or *Redwood*, met in civic action to improve muddy, impassable streets that halted commerce during much of the winter.

The town was already 16 years old and a county seat. Twice before the residents had met to solve community problems: first, in 1856 when San Mateo County was organized and the residents here were threatened by an invasion of political scoundrels from San Francisco, and again in September 1861 when the townspeople organized a fire department.

The incorporators of Redwood City in 1867 lived on land that had originally been a part of the *Rancho de las Pulgas*, a grant of 12 square leagues owned by the Arguello family. The *rancho* was bounded on the north by San Mateo Creek, on the south by San Francisquito Creek, and extended from the bay to the hills.

In 1850, Americans anxious to get redwood from the nearby forests to San Francisco “discovered” a *rancho* landing at the head of navigation on Redwood Creek. Dr. Robert O. Tripp and M. A. Parkhurst were the first to ship wharf piles and lumber from the *embarcadero*, and G. M. Burnham began shipbuilding there soon afterwards. Their successes brought others and in early 1852, a rumor that the *Pulgas Rancho* would be declared government land and open to settlement brought a rush of more than 200 squatters to the *embarcadero*.

The Arguellos hired S. M. Mezes to protect their land titles from the squatter invasion, and when he succeeded, Mezes became owner of the area around the *embarcadero*.

He hired a surveyor and called his new townsite Mezesville, but the squatters, who eventually had to buy their land from him, never accepted the name. They had, in fact, largely ignored a call to meet in the rooms of the Eureka Inn to organize a Mezesville town government in 1854.

Until the 1860's when the bay side of the redwood forest was cut over by the lumberman, great amounts of lumber, posts and shingles were brought to the Redwood Creek waterfront for shipment to San Francisco, the Coastside, and the communities along the inland waterways of the Sacramento and San Joaquin Rivers.

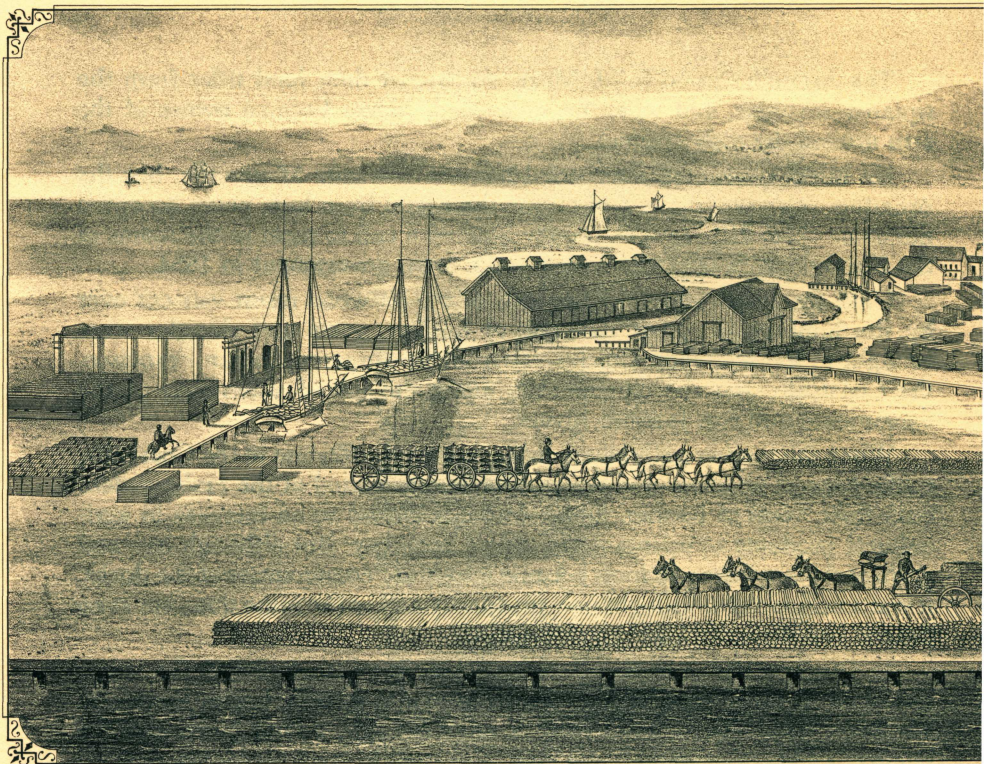
When the lumber mills began to move over the Skyline to the Coastside, traffic jams of ox teams and wagons no longer waited at the *embarcadero* with their loads of lumber. Some residents looked to an increase in agricultural products to maintain the town's economy. But although hay and grain and other farm products became important commodities at the docks, it was a railroad that brought new prosperity and at the same time, cut even deeper into the water transport business.

In October 1863, the San Francisco and San Jose Railroad Co., envisioned as the western link in a transcontinental system, began service to Redwood City. The railroad west of town brought a land boom and the Peninsula's first commuters, rich men who lived in great mansions.

With the coming of the railroad, Redwood residents were no longer satisfied to live a winter of isolation when lumber and farm operations shut down, and muddy roads stopped traffic. They petitioned for incorporation in May 1867 so that they could undertake street improvements. In March 1868, city government became official through an act of the state legislature.

About this time, too, the tanning industry began in Redwood City. There was an abundant supply of tan oak in the hills. Nearby ranches and butchers supplied hides, and a growing population needed footwear, workmen's aprons, harness gear and other leather items for which there was no substitute. The tanners' skills persisted long after it was necessary to import hides from overseas and tan bark from Northern California and Oregon, and the local tanneries enjoyed a world-wide reputation for quality leathers.

Although other attempts to open new industrial land by building levees north and east of town before the turn of the century hastened the silting in of Redwood Creek, and the export of redwood eventually turned to import of lumber products to accommodate population growth, the City of Redwood City has maintained its place in water commerce over the years and the Port of Redwood City is today the only deepwater port on the South Bay.

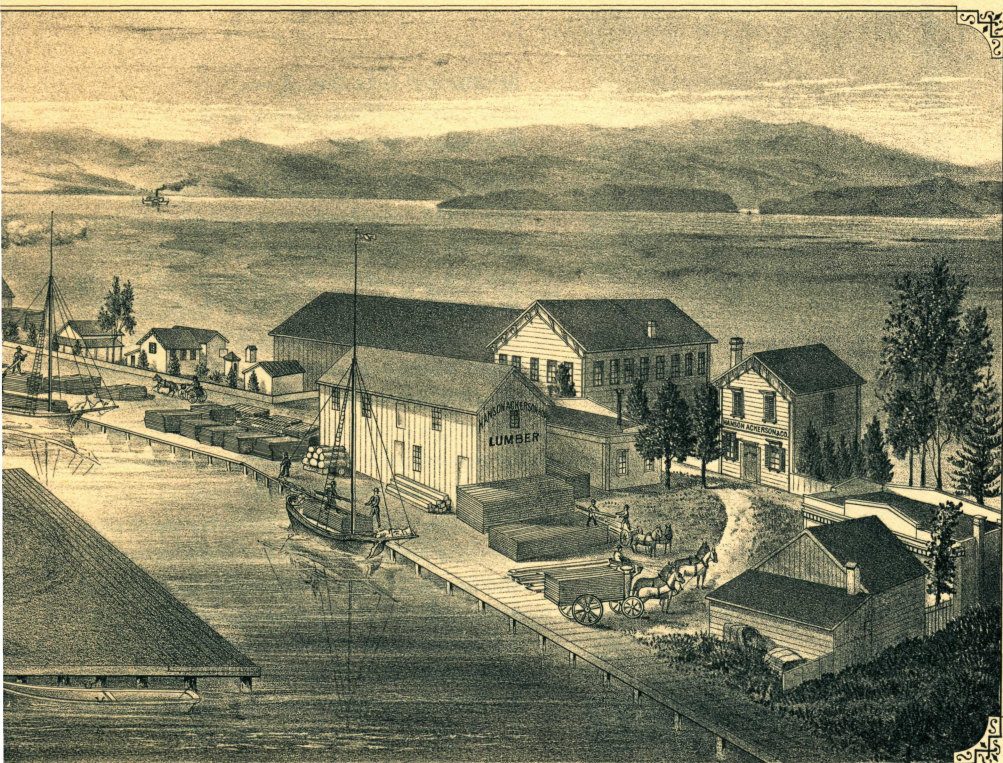


MOORE & DE PUE, PUB. S. F.

Redwood City's Historical Trail is a tour of old Mezesville, and begins appropriately at the city's birthplace near the old rancho landing.

Historical Site No. 1 — Marshall Street west of Main Street

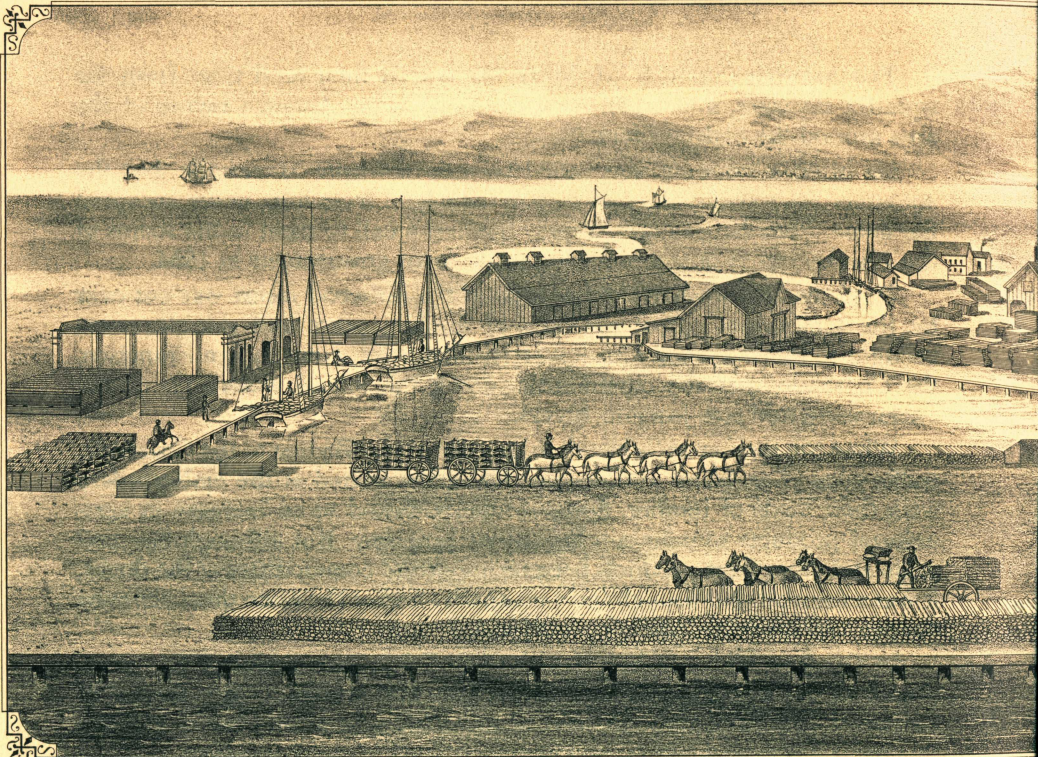
THE EMBARCADERO This was the center of the waterfront which at its height extended for more than a mile on each side of Redwood Creek. The original *rancho* landing was at the rear of the Old Diller Store, and is marked by a plaque. The *embarcadero* has been covered with concrete for parking, and the enclosed creek has been aligned, but present day buildings suggest the former waterside lines of the "Outer Basin."



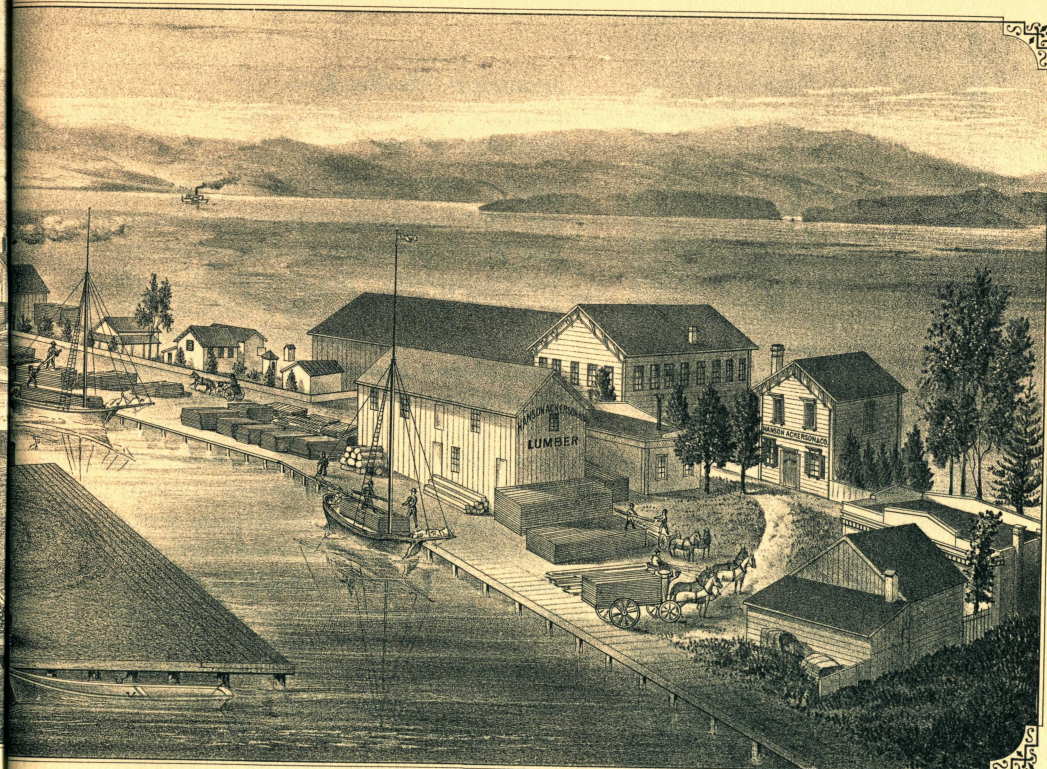
At what is now Broadway, Redwood Creek narrowed and the first settlers crossed in wading boots or by raft. Upstream, the creek widens to an "Inner Basin", and narrowed again at present day Middlefield Road and the upper limit of navigation. McLeod, Bell, Tyler and Littlejohn were shipbuilders who launched many ships into California trade lanes. On the east side of this area, blacksmiths serviced wagons at their front doors on Main Street and turned shipsmith for the boats at the rear of their establishments.

At the time of Redwood City's incorporation, Broadway was "A" Street from El Camino Real to the water front, and it was called Bridge Street for the block that connected to Main Street. Shortly after incorporation, the city replaced a narrow drawbridge which had followed a small foot-bridge between "A" and Bridge, and installed a redwood timber bridge. This solid bridge virtually ended the shipbuilding era in the "Inner Basin."

Downstream from Site No. 1., the buildings of the S. H. Frank Co. mark the limit of the old port. Frank's Tannery (1873) was the last of several local tanneries to operate. It closed in 1959 because of high costs and the decline in the leather market. The buildings await demolition.



MOORE & DE PUE, PUB. S. F.



LIN. BRITTON, REY & CO. S. F.



Historical Site No. 2 —
NW Corner Main Street and
Marshall Street

FIRST FIRE STATION In September 1861, residents organized a volunteer fire department and subsequently built a two-story fire station, 18 by 30 feet and surmounted by a cupola. The building housed the first fire engine in San Mateo County, a No. 2 Piano Engine model from Cowing and Co. of New York, which was paid for by public subscription and the proceeds from the first Firemen's Ball.

When Redwood City was incorporated in 1867, city offices were set up in the second floor. Originally built in the heart of the dock and warehouse area where piles of redwood were stored for shipment, the Fire House was moved in 1869 to a more central location as the town grew. (See Site No. 10).

Site No. 2 is also near the 1852 home of William Holder, one of the town's pioneers, who claimed to have been the first person to fly the Stars and Stripes from a flagpole in this town.

In 1889, the old Fire House site was the location of the second Eureka Brewery, an imposing brick structure destroyed in a spectacular fire in 1902. To the north were Holder's Planing Mill and yards, and Peter Leather's warehouse, and just across Main Street were John W. Ackerson's hay barn and wharf. On the other side of the creek were the big, brick warehouses and wharfs of Hanson, Ackerson & Co., lumber dealers.

Historical Site No. 3 — 724 Main Street

DILLER'S STORE Behind this brick building, on the creekbank, John V. Diller built a two-story wooden store in 1853 which housed the first San Mateo County offices from 1856 to 1858. The brick building you now see was built in 1859 by Diller and purchased in 1876 by P. P. Chamberlain who conducted a store and Wells Fargo & Co. Express Agency for many years. Because this building was of superior construction to the Courthouse, for many years San Mateo County monies were kept in a large safe here. During World War I, the building was used for an aviation classroom.

Just to the north, the Monongahela Saloon (1859) was adjacent to the former Burnham shipyard and convenient for teamsters.





Historical Site No. 4 — NW Corner, Main and Broadway,
Bank of San Mateo County Building

FIRST STORE AND GRAND HOTEL In September 1852 William Shaw opened a trading post on this site. He sold out to George Thatcher & Co. a year later. In 1868, the store was joined to adjacent Main Street buildings by John Crowley to form the Grand Hotel which burned in 1897. For two years the space was shared by William Paper's bootblack stand and a bandstand where the Redwood City Band gave weekly concerts as weather permitted. The Bank of San Mateo County, incorporated in 1891, moved to this corner in 1900.

Historical Site No. 5 — NE Corner Main and Broadway,
Wells Fargo Bank Building

POPLAR SALOON AND TREMONT HOUSE A century ago, the east side of Main Street extended in a solid line of buildings from Bradford Street to the railroad. On this site was the Poplar Saloon, named for the trees that owner Harry Gould planted when he built in 1852. The trees were removed when concrete replaced the old board walks. This saloon included a bowling alley, a barber shop and bath room where the lumberjacks could clean up before celebrating a visit to town. In 1867, Peter Fitzpatrick was proprietor. The Poplar Saloon died, along with 17 other saloons, with the advent of prohibition in 1918. Next to the Poplar on the north was Tremont House, started as a bakery in 1854 and developed into a hotel the following year by Charles Ayres. It operated until 1926.





**Historical Site No. 6 — SE Corner, Main and Broadway,
Hull Bros. Hardware Building**

AMERICAN HOTEL On a site now covered by the pavement of Broadway, A. Harris established the town's first hotel in April 1853. It was a crude, one-story structure which was enlarged to two stories and called the American Hotel. The upstairs sleeping quarters were simply bunks.

Edward Hancock was the owner in 1856 when votes in San Mateo County's first election were counted "in the parlors" of the hotel. During the canvass, out of town politicians who had brazenly directed ballot stuffing in hopes of controlling the new county, resorted to gun threats and grappling for ballots as they were being counted. But the townspeople took their cause to court, winning the right to name their own officials and to claim the county seat. The first Board of Supervisors meeting was held here at which time it was decided to rent county office space in Diller's Store by the creek until a new Courthouse could be built.

From November 1859 through June 1860, the Alta California Telegraph had an office at the hotel.

The American Hotel burned in 1864, and Sidney S. Merrill, druggist, postmaster (1865-73), and Redwood City's first tax collector, purchased the site for a new three-story hotel. After much managerial change, it burned in 1878. Then came the Wahl Building which was torn down in 1931 when Broadway was extended.

Historical Site No. 7 — SW Corner Main and Broadway, Sequoia Hotel

EUREKA CORNER Between this corner and the creek, Captain A. Smith built the town's first house in 1851. Harry N. Morse and Daniel W. Balch who came here in 1852 purchased this corner two years later and built a "hotel", a one-story building that was known as "The Eureka". In the dining room in 1854 an unsuccessful attempt was made to organize a town government under the name of Mezesville, a name which was highly unpopular among the original settlers.

In May 1863, the Eureka corner became a grocery store.

Part of The Eureka and an adjacent livery stable on Main Street were combined in 1864 to make headquarters for Company H, First Regiment, Second Brigade, Jefferson Cavalry. The men were mustered out in August 1866.

In 1870, Govert Plump and John H. Offermann bought the property to establish the Eureka Brewery, and six years later Claus Hadler became sole owner of the brewery which remained here until 1889. (See Site No. 2.)

In 1912, the present day Sequoia Hotel was constructed at a cost of \$100,000.





Historical Site No. 8 — 120' South on Main Street, West side

FIRST LIBRARY AND GUNNING BUILDING In April 1865, a public library was installed in a crude wooden building here which had been erected in 1856-57 and was originally used for carriage painting. The Franklin Library took over the premises in 1866 with Andrew Teague as president.

Owner James Gunning had a 21 by 40 foot two story brick building erected here in 1870, and its upstairs housed saloons for seven years until the *Times and Gazette* moved its newspaper office into the second floor. Several saloons, including the Home Saloon, occupied the ground floor until the building was demolished in 1912.

On the adjoining property to the south, Dysart and Post operated a blacksmith shop perhaps as early as 1852, and three years later, A. W. Chew and James Hilton became partners at the site, advertising blacksmithing, wagonmaking and shipsmithing. They built the rear portion of this brick building in August 1859.

With additions and alterations, the structure has had a history of lodge meetings, probably the first movie house in town (1908), the pioneer automobile repair shop, and a bakery.

Historical Site No. 9 — 835 Main Street

ALHAMBRA THEATER On January 20, 1896, the finest theater building between San Francisco and San Jose was opened here by Charles Josselyn of Woodside. The opening performance of "Men and Women" was hailed by the San Francisco newspapers, and the modern theater, with a seating capacity of 1500 persons, was acclaimed for its "spacious stage and fine dressing rooms for actors and singers". The elaborate Roman-Spanish style structure was the center of social and cultural events in Redwood City until the advent of motion pictures.

The theater was dark in 1921 when Redwood City Lodge No. 168, F. & A. M. bought the property for a meeting place. The lodge was instituted as San Mateo Lodge in Redwood City on August 23, 1863, and is the oldest Masonic Lodge on the Peninsula.

The IOOF Building (1895) adjoined the Alhambra Theater to the south. When the Masonic Lodge took over the theater building, the two structures were unified with a common facade.

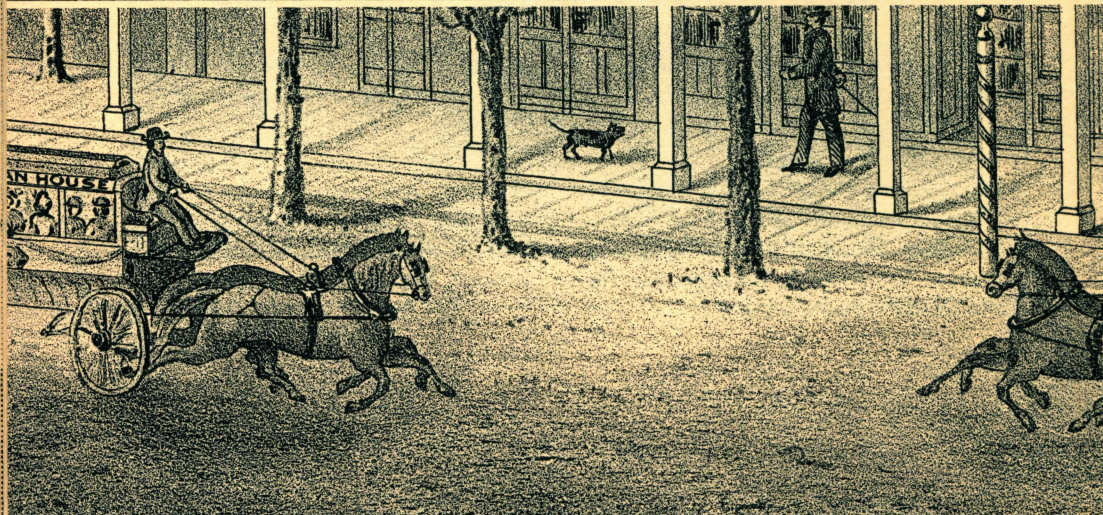
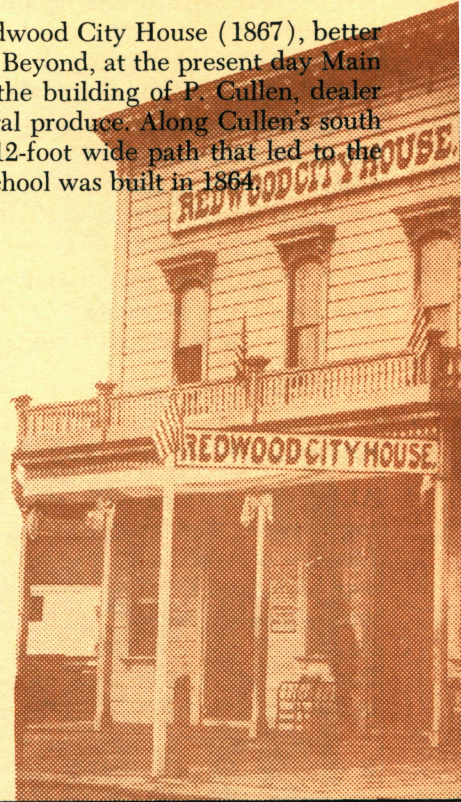
South of here was the Pioneer Livery Stable which was the successor of earlier stables beginning in 1856. The Pioneer was one of the last to bow to the automobile, and the building was torn down in September 1916. During its history, the property was associated with such well known local names as Wentworth, Lathrop, McGarvey, French, Wood, Stafford, Dugan, Cook, Cullen and others.

Historical Site No. 10 — Alley north of Cliff Hotel, Main Street

CITY HALL AND FIRE STATION In 1869, the Fire House on lower Main Street was moved to this more central location, and with it came the city offices. Here, then, was the City Hall until 1912.

Just to the North was the McLeod shipyard, and beyond that was the home of John H. Titus, blacksmith. The latter property was acquired in 1871 by Dr. C. A. Kirkpatrick and remodeled for a hospital and indigent home which was used until 1888.

To the south of City Hall was the Redwood City House (1867), better known in later years as Hynding's Hotel. Beyond, at the present day Main and Middlefield Road NW corner, was the building of P. Cullen, dealer in flour, grain, feed, hay, bran and general produce. Along Cullen's south property line was Schoolhouse Lane, a 12-foot wide path that led to the "Island" where the city's second public school was built in 1864.



Historical Site No. 11 — SE Corner Main Street and Maple Street

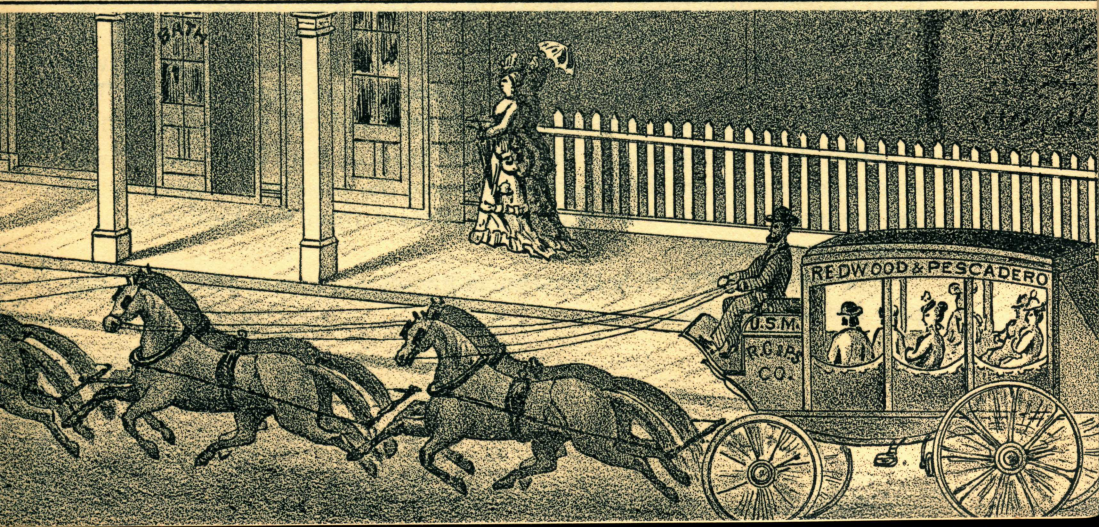
STAGE STATION Here was the concourse of wagon roads from Redwood City to Woodside, the Coastside, and other Peninsula points. In 1865, Simon L. Knights built a stage station, the site of which is now marked by a plaque.

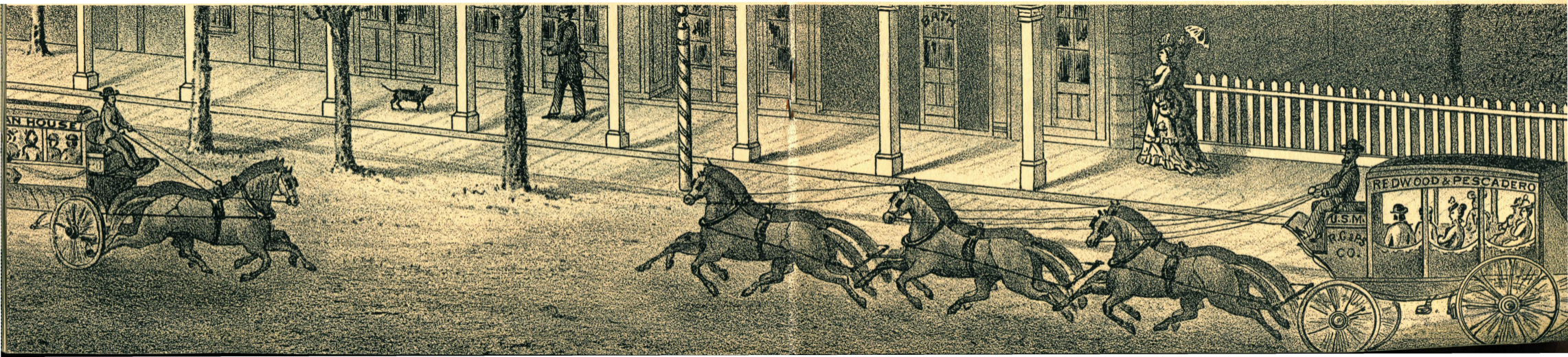
Across the street beyond Roosevelt Park (1904) were the blacksmith shops of James Gunning who built two coaches for Knights and John H. Allen. Just across the railroad track stood the Redwood City Flouring Mill (1863) which supplied most of the town's electricity about 1890. Beyond that was the Krieg Tannery (1864) which was acquired by Henry Beeger in 1878. His sons operated it until 1947.

Main Street, from here south, was called Mound Street because it traversed the top of an old Indian midden. Another large mound west of the Five Points intersection would indicate this was a well-used trail long before the first Europeans arrived in California.

Nearby Middlefield Road (originally Phelps Street), connected with the original San Francisco-San Jose stage road at Steinberger's Wood Lawn roadhouse (1852) near present day Garfield School. Farther south this road crossed through Steinberger's middle field.

At Heller and Elm Streets is the old First Baptist Church (1873) which is now the Full Gospel Church. In May 1861, the first streets opened east of Main Street were Stambaugh, Phelps and Heller. Many older homes remain in this pioneer residential area.

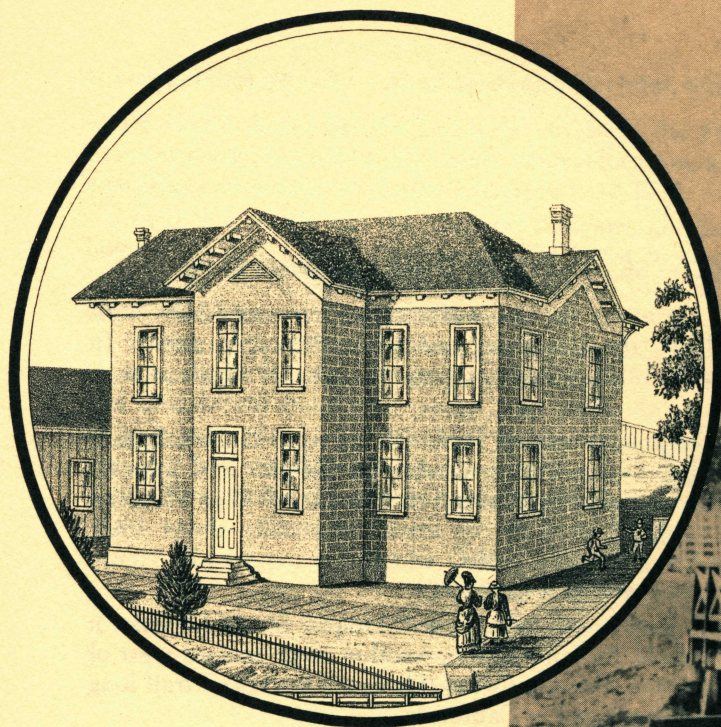




IN HOUSE

REDWOOD & PESCADERO

U.S.M.
R.G.B.
CO.



Historical Site No. 12 — Central Fire House

SCHOOLHOUSE LANE AND "DILLER'S ISLAND" From 1864 until 1895, Redwood City school children followed "Schoolhouse Lane" and crossed footbridges to reach the "Island" school. Horace Hawes, author of the state legislation which separated San Francisco and San Mateo Counties, and owner of an estate on what is now the Sequoia High School campus, donated land and money for the two story structure which was 62 by 32 feet with separate entrances for boys and girls. He gave additional money in 1867 on condition that high school instruction be offered, although only three teachers were on the faculty. Two years later, Hawes gave money for a gymnasium and fence around the school grounds. The gymnasium stood until 1965 when it collapsed and had to be demolished.

Peter Tyler's shipyard (1852) at the head of the "Inner Basin" was across the creek from the school near where the present day creek enters the enclosed culvert. This was just upstream from the footbridge and "Schoolhouse Lane".

The Redwood City Fire Department invites you to visit a historical display inside the station.



Historical Site No. 13 — NW Corner Jefferson-Middlefield Road

FIRST CHURCH In 1863, the First Congregational Church and parsonage were built on this corner. They were torn down in 1923 when a new brick church was constructed on the site, and in 1954 this building was demolished when a new church was built in an outlying residential area. On Jefferson Ave. across from the Post Office, St. Peter's Episcopal Church, known as "The Little Red Church", was built in 1867.

Historical Site No. 14 — NW Corner Broadway at Jefferson,
Bank of America Building

OLD ADOBE The only known adobe in early Redwood City was a saloon and store building built on this corner in 1858 by Catherine and Charles Prior.

In 1906, a newly constructed building on this site, occupied by the Redwood City Commercial Bank, was leveled by the earthquake.

Across the street on the NE corner was the two-story Germania Hall (1872-1906), scene of many community activities. The corner now occupied by Levy Bros. was first used by Daniel Ford, blacksmith and wheelwright, in 1858. At the site of today's Ben Franklin store, William Littlejohn had a 14-room house and his shipyard.

In 1905, after the entire block was purchased for a new high school, the J. C. Penney Co. corner was deeded for a Carnegie Library. The Library moved to new quarters in 1939, and the local American Red Cross headquarters were here during World War II.

Below: Germania Hall



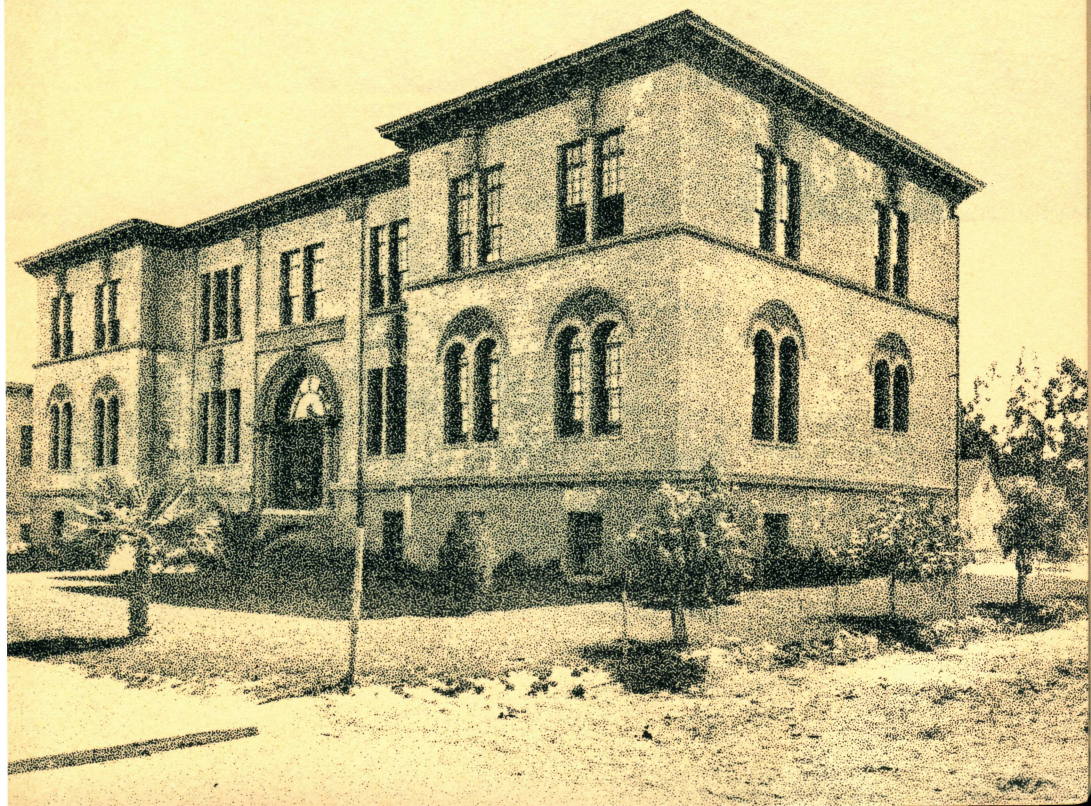
Historical Site No. 15 — SE Corner Broadway and Middlefield

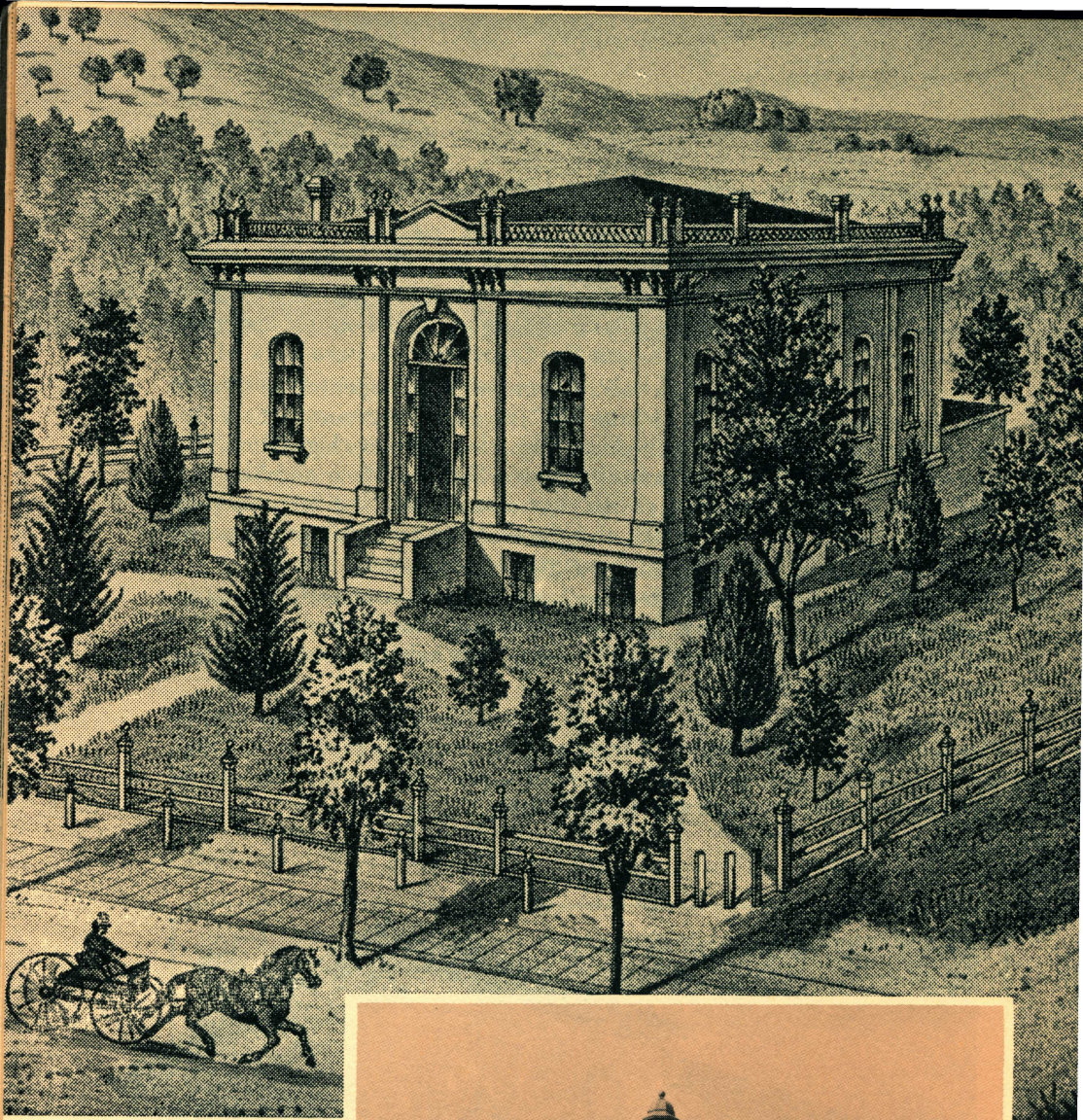
SEQUOIA UNION HIGH SCHOOL Nearly 30 years after Horace Hawes had asked for high school instruction in Redwood City schools, widespread demand for a more central school location and better facilities resulted in the construction of a new grammar school on the site of the Lathrop home, across the street from the Courthouse on Broadway.

Further impetus for a high school came after the opening of nearby Stanford University in 1891. In June 1895, seven south county school districts voted to establish a union high school under new state legislation, and that fall, the first public high school between San Francisco and San Jose held classes in the third story of the new school. The first Sequoia class was graduated on June 17, 1898, and the first diploma was presented to Roy W. Cloud who later became superintendent of schools here.

In 1905, Sequoia Union High School moved into its own new two-story, brick building on this corner. The 1906 earthquake severely damaged the building and classes returned to the elementary school across the street until repairs were made.

When Sequoia moved to a new 40-acre campus at Broadway and El Camino Real in 1924, Central Grammar School moved into the old high school building here, and the 30-year-old Gothic elementary school was torn down in 1928 to make way for a theater.





Historical Site No. 16 —

COURTHOUSE In February 1858 San Mateo County supervisors accepted the offer of a free block of land from S. M. Mezes, and a two-story brick Courthouse was constructed here. A large room upstairs was used for dances and church meetings, while a basement room served as a jail, and another for a Civil War recruiting headquarters, or overflow school classes. A substantial fence kept cattle from wandering onto the grounds.

On October 21, 1868, a severe earthquake damaged the upper floor, and the supervisors voted to remove the second story completely. The one story structure served from January 1869 until a larger two-story brick building was built in front of it in March 1882. The new Courthouse, 52 by 56 feet, was surmounted by a great wooden statute of Justice.

However, within 20 years this Courthouse and the original 1868 building which had been retained as an annex were inadequate, and in 1903, the plans of George A. Dodge were accepted and the county signed a contract for \$132,845 for a new building, of Italian Renaissance design with massive columns and a graceful dome.

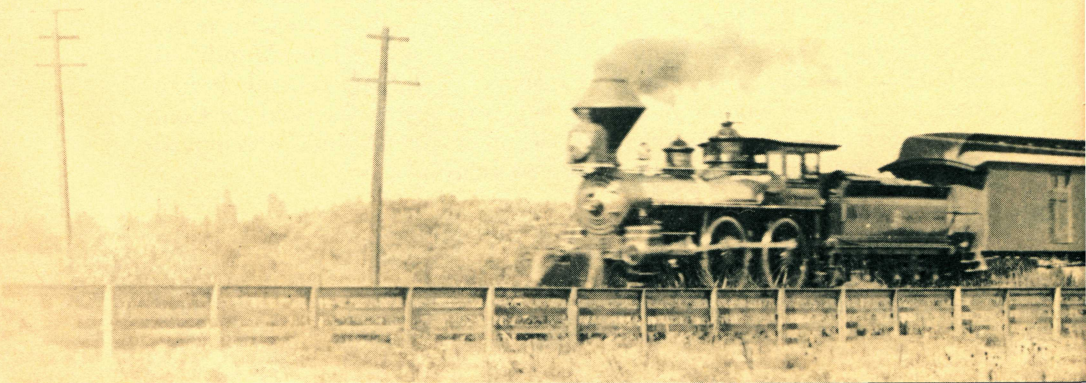
The new structure was within days of being occupied when the 1906 earthquake collapsed the stone walls, debris falling upon the adjacent and still standing 1882 building which had been scheduled for removal. The rubble was hauled away by citizens for fill purposes, and supervisors ordered the Courthouse rebuilt around the steel frame and dome that had stood intact. In the meantime county officials were moved to available office space in town, including the old gymnasium on Diller's Island.

In June 1910, county officers began to move back into the new building.

In 1939, an addition to the Courthouse was constructed on Broadway with Administration of Public Works aid, and two years later another addition was made. County government business has since been extended to the Hall of Justice and Records (1959), and County Office Building (1963), and to various branch offices throughout the county.

A plaque in the rotunda honors S. M. Mezes, Soledad O. de Arguello, Jose Ramon Arguello, and Luis Antonio Arguello as donors of the land upon which the Courthouse stands.

Across Broadway from the Courthouse, Benjamin G. Lathrop, first clerk, recorder and auditor of San Mateo County, built an elegant, many gabled mansion on a two-acre lot in 1863 and called it "Lora Mundi". It was later owned by Patrick Edward Connor, Civil War general, Indian fighter, and pioneer Utah mining man. When the block was sold for Central Grammar School in 1895, the front portion of "Lora Mundi" was moved to 627 Hamilton Street where it can be seen today.



Historical Site No. 17 — SW Corner Broadway and Winslow Street

FIRST PUBLIC SCHOOL A creek side shanty was used for a school room by the first residents, but in 1855, the first public school house was erected here on land set aside by S. M. Mezes in the town plat. Crowded conditions in this school were aggravated in 1863 when the railroad brought trains to Redwood City. The noise from the engines and the shaking of the ground prompted the trustees to move to the "Island" (See Site No. 12). This first schoolhouse then was purchased by the Hanley family which moved it across the street for a residence.

Historical Site No. 18 — South side of Broadway at Arguello

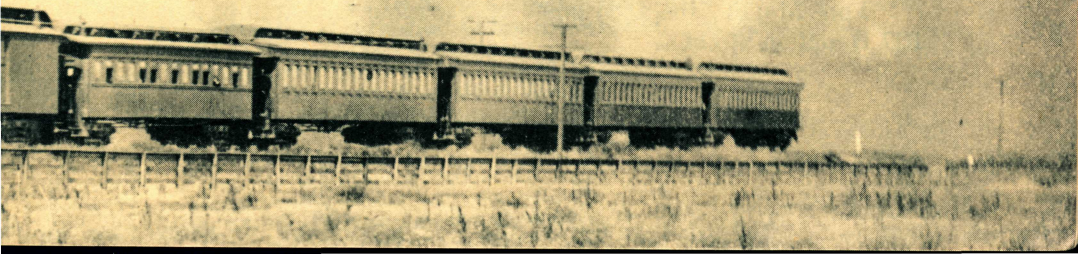
THE RAILROAD On October 18, 1863, the San Francisco and San Jose Railroad began regular passenger service from Redwood City with two daily trains, northbound at 10 a.m. and southbound at 11 a.m. As a preview on the day before, the Railroad Company transported guests to a gala picnic at the *palo alto* (tall tree) by San Francisquito Creek.

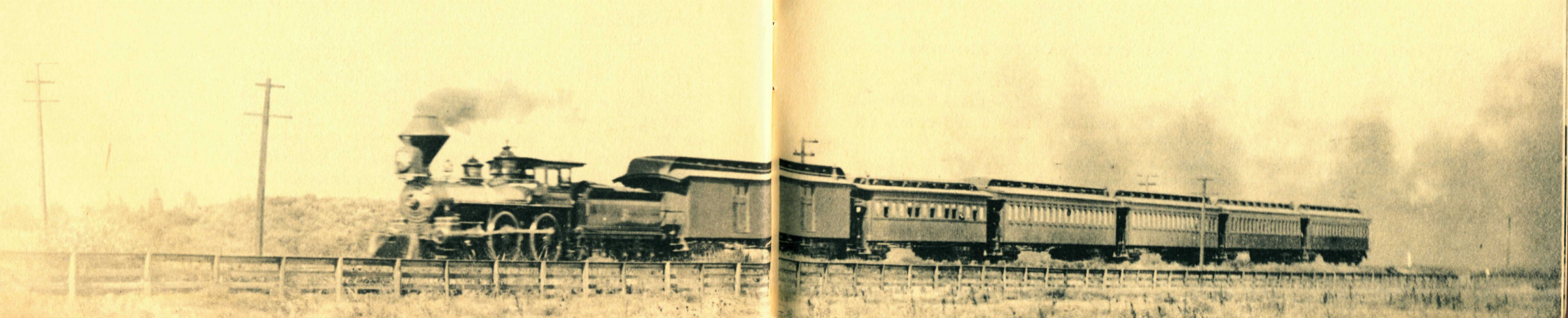
The coming of the railroad to the Peninsula caused a boom in real estate and ushered in the mansion era. For Redwood City, the railroad started civic action for better streets and ended the community's isolation during the muddy, winter months.

The first passenger depot was built just west of Arguello Street on Brewster. It was subsequently moved across the tracks to Arguello at Bradford, rebuilt just south of this site, and then in 1939 moved to its present location.

North on Arguello Street at Brewster, William C. R. Smith built an imposing home which was replaced in 1889 by the palatial home of Charles Hanson, millionaire lumberman. The Hanson home was used by the Sisters of Notre Dame from 1921 until after World War II when it was demolished for the present day Safeway Store. The first Catholic Church, St. Mary's, (1866) occupied a site on El Camino Real just north of Brewster.

Facing page: S. M. Mezes





San Mateo C

VOL. I.

REDWOOD CITY, AN MATEO COUNTY, CALIF.

THE GAZETTE,

AN INDEPENDENT WEEKLY JOURNAL,

Devoted to News, Literature, Agriculture, and the local interests of the County of San Mateo.

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A SILENT COUPLE.

There floated about the papers a story of a Cincinnati couple, who had not exchanged a word during twenty yrs of married life. They were not mutes, however. The *Baltimore Dispatch* tells of a similar instance:

The parties were wealthy and highly respectable. They had a numerous family of children, who had grown up and were all in flourishing circumstances, and troops of grandchildren, who frequently visited them. They

EVILS OF C

Along with its light has its evils—no than the relaxing in increasingly cultivated tion past a certain poi decay, or disappearance, and the severe studied and artificial, of refinement and c earnest, outspoken

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Historical Site No. 19 — Hall of Justice and Records, 401 Marshall CALIFORNIA SQUARE
When the townsite for Mezesville was surveyed in January 1854, this block was set aside for a public plaza. California Square was taken over for the present Hall of Justice and Records for growing San Mateo County government needs in 1959.
"Lora Mundi", the 1863 home of Benjamin G. Lathrop, is nearby at 627 Hamilton Street.

word with persistent obstinacy and he followed the same course. They appeared absolutely indifferent to each other's existence.

When the townsite for Mezesville was surveyed in January 1854, this block was set aside for a public plaza. California Square was taken over for the present Hall of Justice and Records for growing San Mateo County government needs in 1959.

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County Gazette.

NIA, SATURDAY MORNING, APRIL 9, 1859.

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YOUNG LADIES OF AUSTRALIA.

Like the boys, the young ladies of Australia are in many respects remarkable. At thirteen years of age, they have more ribbons, jewels, and lovers, than perhaps any other young ladies of the same age in the universe. They prattle—and very insipidly too—from morning till night. They rush to the Botanical Gardens twice a week, to hear the band play, dressed precisely after the frontispiece in the latest reported number of "Le Follet." They wear as much gold chain as the Lord Mayor in his state robes. As they walk you hear the tinkle of their bunches of charms and nuggets, as if they carried bells on their fingers and rings on their toes. The first time I visited the theatre I sat near a young lady who wore at least half-a-dozen rings over her white gloves, and who, if bare mosquito-bitten shoulders may be deemed beautiful, showed more beauty than I ever saw a young lady display before. Generally, the colonial damsels are frivolous, talkative, and overdressed. They have, in brief, all the light, unenviable qualities of Eastern woman. They excel in finesse.

I heard of a young lady, who, wishing to make a dilatory gentleman, who had been for some time hovering about her, definitely propose, had her boxes packed and placed conspicuously in the hall of her father's house, thus labelled:—"Miss P. Jackson, Passenger by the 'Archimedean Screw' for England." "If that does not bring him to book," she was heard to declare to her mother, "I'll get Fred to thrash him!" That is an incident for a comedy—here is something for a melodrama.

Historical Site No. 20 — SE Corner Marshall and Middlefield Road
FIRST NEWSPAPER. San Mateo County's first newspaper, *The Gazette*, was printed in a building on Middlefield Road, one lot removed from this corner, on April 9, 1859. William Godfrey was owner and editor. The Sarrat Winery (1885) and the San Mateo County Jail (1917-1959) were later located on the east side of Middlefield Road, and in 1882, the St. Charles Hotel was constructed at the intersection with Broadway.

HISTORY OF ODD FELLOWSHIP IN THE UNITED STATES.

The progress of this Order in the United States, is among the most wonderful features of our national history. In the year 1819, Mr. Thomas Wildey, (a name at which the heart of every true Odd Fellow warms,) "a blacksmith by trade, an Englishman by birth, an American citizen by adoption, and a resident of Baltimore, inserted in the papers a call for a meeting of Odd Fellows at the Seven Stars tavern, Second street, Baltimore. It was responded to by three brothers, and Washington Lodge, No. 1, was instituted in that city. The year following, the Grand Lodge of Maryland was established, which was the next year confirmed as the "Grand Lodge of Maryland and the United States." This was the first Grand Lodge ever established in the United States. Afterwards the two Lodges separated, and the "Grand Lodge of the United States," Thomas Wildey, Grand Sire, was established in 1825. Encampments were then unknown. In June, 1827, the Grand Lodge of Maryland instituted the first Subordinate Encampment of the order. The Grand Lodge of the District of Columbia was instituted on November 24th, 1828. The following record will show that Odd Fellowship aims at the promotion of the noblest impulses of man. In 1829, "Pennsylvania Lodge No. 1, refused to pay benefits to a sick member, whereupon it was expelled by the Grand Lodge of that State." In 1851, a degree was instituted by the Order, for women, called the "Degree of Rebekah," which could be conferred upon the wives, daughters, mothers and sisters of Scarlet members.

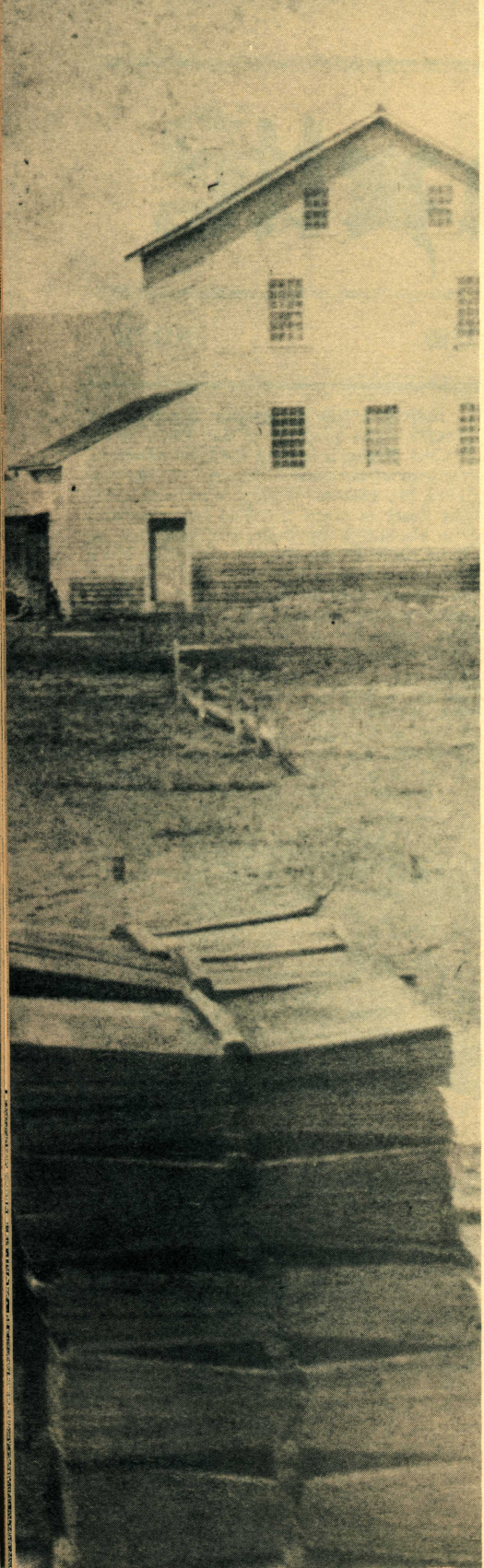
About the year 1840, Odd Fellowship received its first great popular impulse in the United States, since which time it has spread its charities and its influence over all the States, and to-day it embraces over a hundred thousand members all devoted to the noblest and most exalted objects. Truly it is a grand and noble organization, and one which should be the pride of every patriotic citizen. It is the only organization which has ever been the forerunner of a great and noble cause. It is the only organization which has ever been the forerunner of a great and noble cause. It is the only organization which has ever been the forerunner of a great and noble cause.

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THE SINGER AND SEWER.—The papers report a ball of the makers of the Singer Sewing Machine. By lightening labor, it is supposed, and justly, that many a sewer has been made a sayer by the machine. But while we must congratulate ourselves upon the progress of

TO WHITEN AND BEAUTIFY THE HANDS.—A well-formed hand, white and soft, with tapering fingers and polished nails, is a rare gift; but when nature has denied these possessions, it is easy, by proper attention, to give at least softness and delicacy of appearance to the



Historical Site No. 21 —
SE Corner Marshall and
Jefferson Avenue

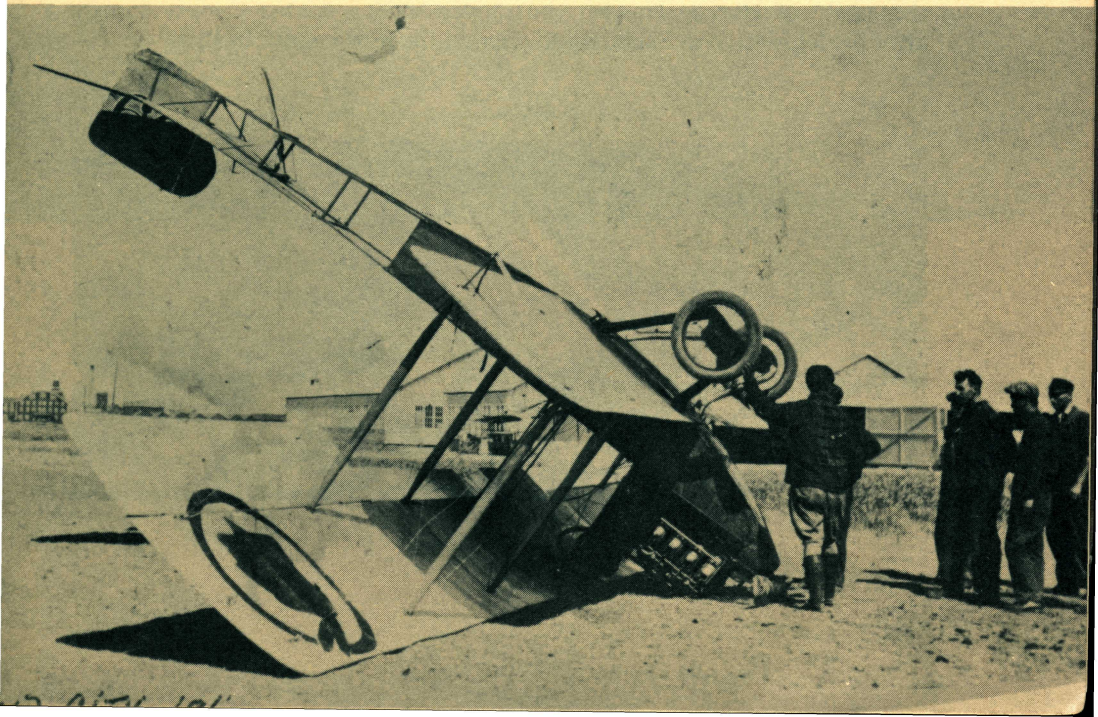
FIRST GRIST MILL In July 1860, a grist mill with two runs of stones was constructed here by James Morrison. From 1875 to 1877, it was a printing shop for *The Gazette*, the *San Mateo Times and Gazette*, the *San Mateo County Journal*, and the *People's Journal*. The mill building was also used at various times as a storeroom, a saloon, for the wood and coal business, and as an auction place.

One of the last big boats to be constructed in the Redwood City ways was the *Perseverance*, a 75-foot, two-masted schooner launched in 1883 and completed on the Hanson dock east of the mill. This was on the bank of the big "Outer Basin" and the starting point of the Historical Trail.

Three additional Historical Sites are marked this Centennial Year although they are not on the Historical Trail.

Historical Site No. 22 — Chestnut Street at Broadway,
City Corporation Yard

REDWOOD CITY AIRPORT Some of the Bay Area's first pilots used this landing field when it was only a pasture, and in 1916, Silas Christofferson moved his flying school and manufacturing plant here, to the delight of the Chamber of Commerce. Pilots came from all over the world to train and pass their flight tests. As the result of injuries suffered in an aeroplane crash at the field, Christofferson died within a year after he located here. His successors continued to teach flying, and two corrugated iron buildings still standing were used for the manufacture of Curtis JN-4 trainers during World War I. Walter Varney, pioneer in airmail and passenger transport, operated the field in the early 1920s, but Redwood City Airport, once one of the finest flying fields in the world, became a declining operation and was last used by pilots prior to World War II.



Historical Site No. 23 — Union Cemetery at Five Points

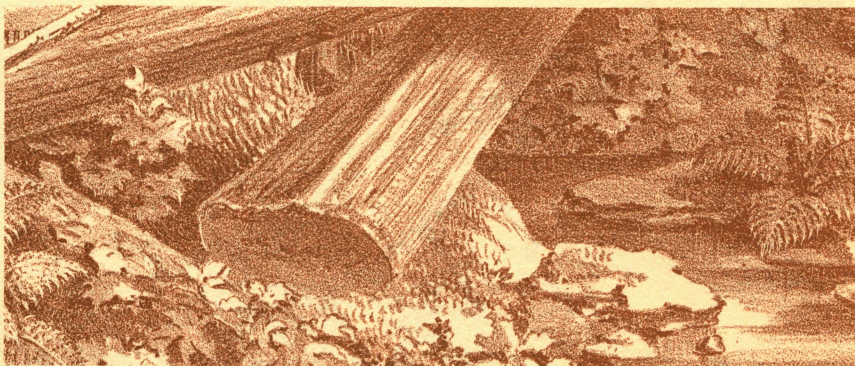
UNION CEMETERY This was the pioneer burial ground for Redwood City, and was purchased by the Union Cemetery Association in March 1859. Title was deeded to Gov. John B. Weller, in trust, and was later owned outright by the State of California for more than 100 years. On February 19, 1962, Redwood City accepted ownership of the cemetery. The burial register lists many of the area's first residents.

A large Indian mound just to the west of the cemetery was leveled some years ago.

Historical Site No. 24 — SW Corner El Camino Real and Broadway
Sequoia Union High School Campus

EL CAMINO REAL The 1849 stage road between San Francisco and San Jose was west of here, fording Cordilleras Creek about where Warwick Street now runs and crossing an oak covered plain toward Eagle Hill and the present day site of John Gill School. The road passed to the west of Indian mounds at Five Points and on to a stage stop and Redwood City's first post office (1853) at Steinberger's at Semicircular Road and Fifth Ave. This became Old County Road to early day settlers, and was superseded in the 1850s when a committee from the San Francisco Board of Supervisors laid out a New County Road, using the *palo alto* redwood at San Francisquito Creek for a bearing. This "new" road is the present day alignment of El Camino Real which is California Historical Landmark No. 784 from San Diego to Mission Dolores in San Francisco.

The Sequoia High School campus (1924) on this block was originally the estate of Horace Hawes who moved to San Mateo County shortly after his legislation at Sacramento created the new county in 1856.





Angel's Ranch.

July 30th 1880

Picture Credits

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