









# SAN FRANCISCO



ITS BUILDERS  
PAST AND PRESENT

PICTORIAL AND  
BIOGRAPHICAL

VOLUME I

CHICAGO — SAN FRANCISCO  
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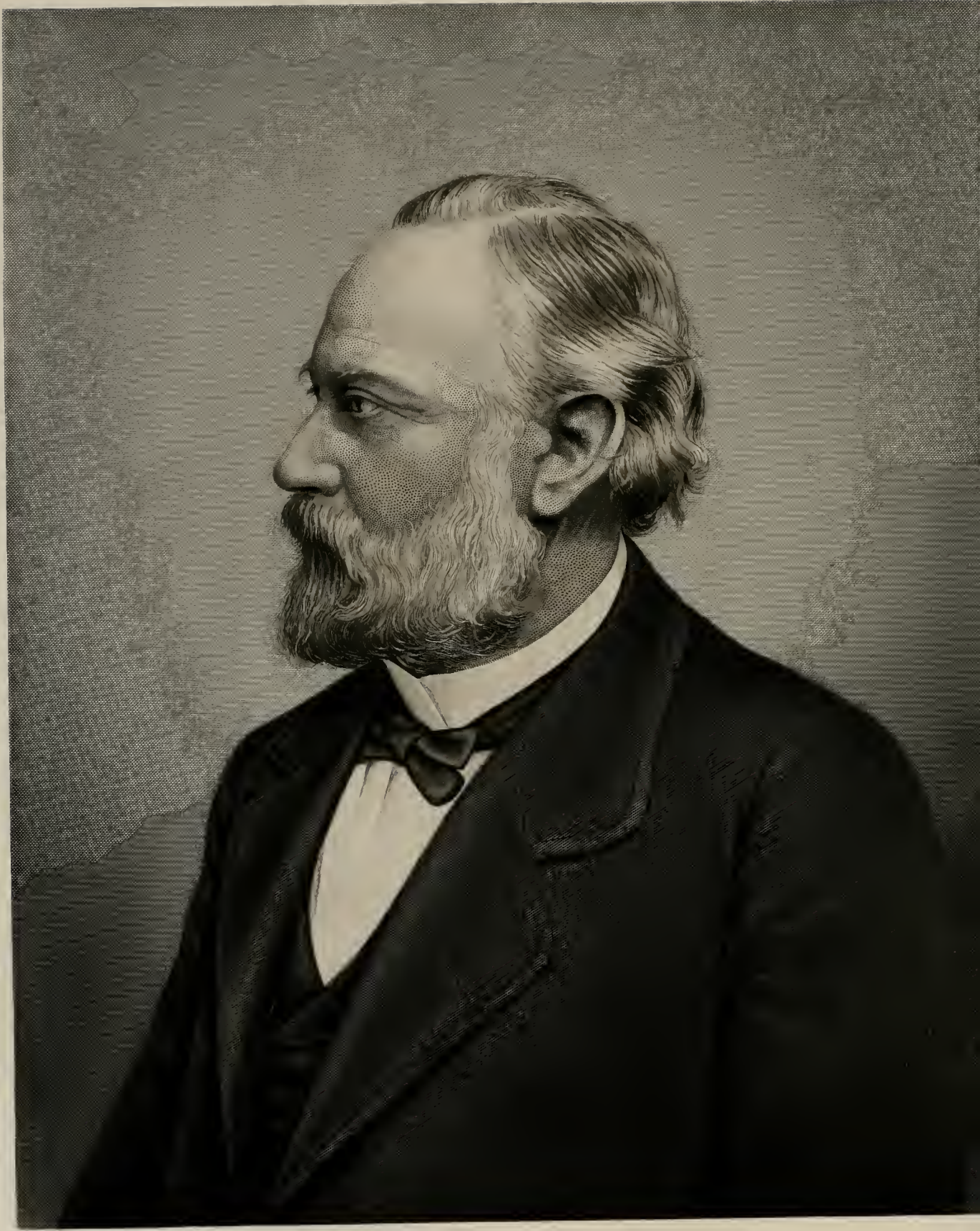
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*Claus Spreckley*



Wm. H. H. H.



## Claus Spreckels



CLAUS SPRECKELS needs no introduction to the readers of this volume. The name of Claus Spreckels, "the sugar king," is known from ocean to ocean and the efforts of few men have had more direct bearing upon the interests of trade. A life of notable activity, usefulness and effective purpose, crowned by far-reaching results, closed when he passed away in San Francisco, December 26, 1908. America is deeply indebted to the Teutonic element in her citizenship for her progress along many lines. Of that element Claus Spreckels was a representative. He was born in Lamstedt, Hanover, Germany, July 9, 1828, his parents being Diedrich and Gazinna (Bach) Spreckels the former a farmer who tilled the soil of a farm that had long been in possession of the family. The son pursued his education in the village schools until fifteen years of age and worked upon his father's farm until 1848, when he came to America, settling in Charleston, South Carolina. He found employment in a grocery store there and although his wage was small, his frugality and his industry laid the foundation for his later success. He was not able to save much money but he won the confidence of his employers and when they decided to retire from the business after he had been with them for a year and a half, they sold out to him, accepting the capital he had and taking his note for the balance. They also recommended him so highly that he was able to secure credit with the wholesale houses, and within a year he had paid up his entire indebtedness. His business, which grew rapidly, was conducted by him until 1855, when he sold out and went to New York city, where he purchased the wholesale and retail grocery business of Samson Moore, located on Broadway and Anthony street. For a year he conducted the store and then again sold out, at which time San Francisco became the scene of his labors. Here he purchased the grocery business which had formerly been conducted by his brother, Bernard Spreckels. In June, 1856, he arrived in this city and soon afterward, in connection with several other grocers, he founded the Lyons brewery and subsequently the Albany brewery. For a time he conducted the grocery business but soon disposed of it and gave his entire attention to the brewery, which was the first to

manufacture steam beer on an extensive scale. He developed a large and profitable business, which he conducted until 1863 and then disposed of his interests at a handsome profit.

At this time he turned his attention to the business in which he later amassed a magnificent fortune and which made the name of Spreckels known throughout the civilized world. As a grocer he knew the difference between the cost of raw and refined sugar and realized the profits to be made in sugar refining. He organized the Bay Sugar Refinery Company and built a plant with a capacity of five hundred barrels per day. He personally visited New York, selecting the equipment which in his judgment was best suited to conditions here, and practically instituted a new method of refining. He continued as head of the Bay Sugar Refinery until 1865, during which time the company paid large returns. In that year he disposed of his interests. The refining of beet sugar had attracted his attention and in 1865 he visited Europe with his family, spending the succeeding two years in a careful study of the methods of refining beet sugar as practiced in Germany, even working in the refinery as a common laborer in order to acquaint himself with all phases of the business. On his return to San Francisco, believing that labor conditions were not favorable to the profitable manufacture of beet sugar, he again turned his attention to the refining of cane sugar and in 1867 established the California Sugar Refinery, building a plant at Eighth and Brannan streets. He controlled this organization and became its president. Going to New York, he personally superintended the construction of the machinery for his plant, much of it being the result of his own inventive genius and resulting in revolutionizing the sugar refining industry. Though operations were begun on a small scale, they were carried on with such skill and the product of the refinery was so improved that the Spreckels sugar soon became celebrated in the markets of the world. Within a few years two large buildings had been added to the plant and the output was increased to fifty million pounds of refined sugar annually. Mr. Spreckels invented and patented a process and a machine for the manufacturing of loaf and cube sugar direct from the centrifugals and by these methods was enabled to turn out both crushed and cube sugar within twenty-four hours after the centrifugal process had been completed, whereas by former methods several weeks had been required.

In the meantime, during his visits to the Hawaiian Islands, Mr. Spreckels had become interested in the sugar lands there. He discovered that there were crown lands in one of the islands that by irrigation were admirably adapted to the raising of sugar cane. He

secured a grant, under lease, of twenty thousand acres, thus founding the famous Spreckelsville plantation, which was later increased to twice that acreage. The mammoth operations of the Spreckels on the Islands began drawing the attention of the world to that group, much capital was invested and the Islands entered upon a period of prosperity due in its initial stage to the farsightedness, discrimination and business ability of Mr. Spreckels, who became not only the foremost representative of productive industries on the Islands but also had much to do with shaping the governmental policy of the Hawaiian group. He was practically a dictator there, King Kalakaua looking to him for advice and following it in almost all matters of state. On the 28th of March, 1879, in recognition of his services, the king conferred upon him the degree of Knight Commander of the Order of Kalakaua.

Throughout his entire business career Mr. Spreckels brooked no interference from others. He relied absolutely on his own judgment in all matters; his word was seldom disputed and he usually got what he went after, a favorite expression of his being, "I want it because I want it;" and there were but few who asked for further explanations. Back of all this was sound judgment and notably keen discrimination, his actions being at all times based upon clear reasoning and an understanding of the situation. Up to the time he acquired his holdings on the Hawaiian Islands he had been associated with his brothers, and it is characteristic of him that when they showed an inclination to participate actively in the direction of the business he purchased their interests at a good round figure and took the sole control of the business in his own hands. From 1878 on his fortune grew rapidly. In 1881 the corner stone of the mammoth refinery on the Potrero was laid which, on completion, represented a cost of more than a million and a half dollars and was at the time the largest and most complete individual refinery in the world, its output being from eighty to one hundred thousand tons of refined sugar per annum. He now turned his attention to his once relinquished plan of manufacturing beet sugar. He believed that the fertile valleys of this state were well adapted to the cultivation of the sugar beet and imparted that belief to the farmers of the Pajaro valley. In 1888 he organized the Western Beet Sugar Company and built a plant at Watsonville, Santa Cruz county. The experiment proved a success and Mr. Spreckels had opened a new source of income to the farmers of California and added a new industry to the commercial activity of the state—an industry that has since grown to mammoth proportions. In connection with the manufactory at Watsonville he built the Pa-



jaro Valley Railroad, connecting the town with tide water at Moss Landing and opening up a fine tract of agricultural land to which it gives independent transportation and shipping facilities.

In 1887 the great sugar trust known as The American Sugar Refining Company was formed into the east with a nominal capital of fifty million dollars and absorbed practically all of the refineries in the country. Though every possible means was used to induce Mr. Spreckels to bring his industries into the combine, with his characteristic ideas of personal independence in managing his own affairs, he positively declined to enter the trust and forthwith there began a battle of financial giants the echo of which is to this day heard in the marts of trade. The American Sugar Refining Company, more familiarly known as the Havemeyer interests, began invading the Pacific markets with eastern sugar. Quick to grasp the situation, Mr. Spreckels saw that in order to successfully combat the invasion he must not only be prepared to fight it in his own field but must carry the battle into eastern territory. With his customary grasp of detail and his broad-gauged ideas, he decided to establish a refinery in the east. Selecting the city of Philadelphia for the site of his enterprise, he forthwith began the construction of what is today the largest sugar refinery in the world, built at a cost of three million dollars and completed and in operation within thirteen months and ten days after the corner stone was laid. He was so active in carrying on his campaign in the enemy's country that after a few years the trust was glad to purchase his Philadelphia refinery and to enter into an agreement for a satisfactory division of the trade, much profit accruing to Mr. Spreckels in the transaction. He continued to be actively interested in the Hawaiian Islands, owning a number of important industries there. To his efforts more than to any other cause the rapid development of the island group is due. Through his energy and capital thousands of acres of land which had been arid and worthless were transformed into a veritable paradise. His sugar plantations which he owned and operated were most extensive, embracing thousands of acres on which he constructed great irrigation systems and in addition built many miles of standard gauge railroad, also docks and wharves and established commercial houses and banks, his total investment on the Islands running into the millions. He also owned large ranch properties in the state of California and, maintaining ever a firm belief in the future commercial greatness of San Francisco he early began to invest in realty in this city and at the time of his death his real-estate holdings here amounted to approximately ten million dollars. Not only did he contribute to the growth and development of this city

by his sugar industry but also in many other ways. He was at one time an important factor in the electric power and lighting situation. He organized the Independent Light & Power Company to compete with the company which then controlled the business here and with whose methods he had become dissatisfied. The plant of the Independent Company, thoroughly modern in every particular, was located in the Potrero and their conduits and wires covered many of the streets of the city. After operating the system for a number of years it was absorbed by the San Francisco Gas & Electric Light Company at a good figure and Mr. Spreckels retired from the field.

One of the most noteworthy incidents of his career was the part he took in the building of the San Francisco & San Joaquin Valley Railroad. Some time previous to the launching of this project the old California Traffic Association, formed of the shippers of the state, had been instrumental in organizing and putting in operation the North American Navigation Company, which established a line of steamers to Panama and by entering into an agreement with the Panama Railroad Company had succeeded in reducing the exorbitant freight rates on seaboard shipments by seventy-five per cent. Encouraged by this success, the Traffic Association decided to attempt the reduction of the local freight rates and with this end in view the San Francisco & San Joaquin Valley Railroad Company was created. The Spreckels family were among the largest stockholders. A right of way was secured from Point Richmond, where terminal facilities were arranged for to Bakersfield and many miles of track were laid up the San Joaquin valley. The railroad remained in independent operation for a number of years and accomplished its purpose. It is now an important part of the Santa Fe system. Mr. Spreckels was interested in many other financial and commercial enterprises. He organized steamship lines and was a large stockholder and a director in a number of the more important financial concerns of the city, including the First National Bank. In the later years of his active career he was ably assisted by his sons, to whom he gradually turned over the active control of his various enterprises and who are recognized as worthy successors of a father who almost more than any other man on the Pacific coast gained the right to be called a captain of industry.

On the 11th of August, 1852, Mr. Spreckels married Anna Christina Mangels, who was born in Hamburg, Germany, in 1830. They were childhood friends and after Mr. Spreckels had come to America and won success he sent for the lady whom he made his wife. They were a most devoted couple, living in great happiness, and were never

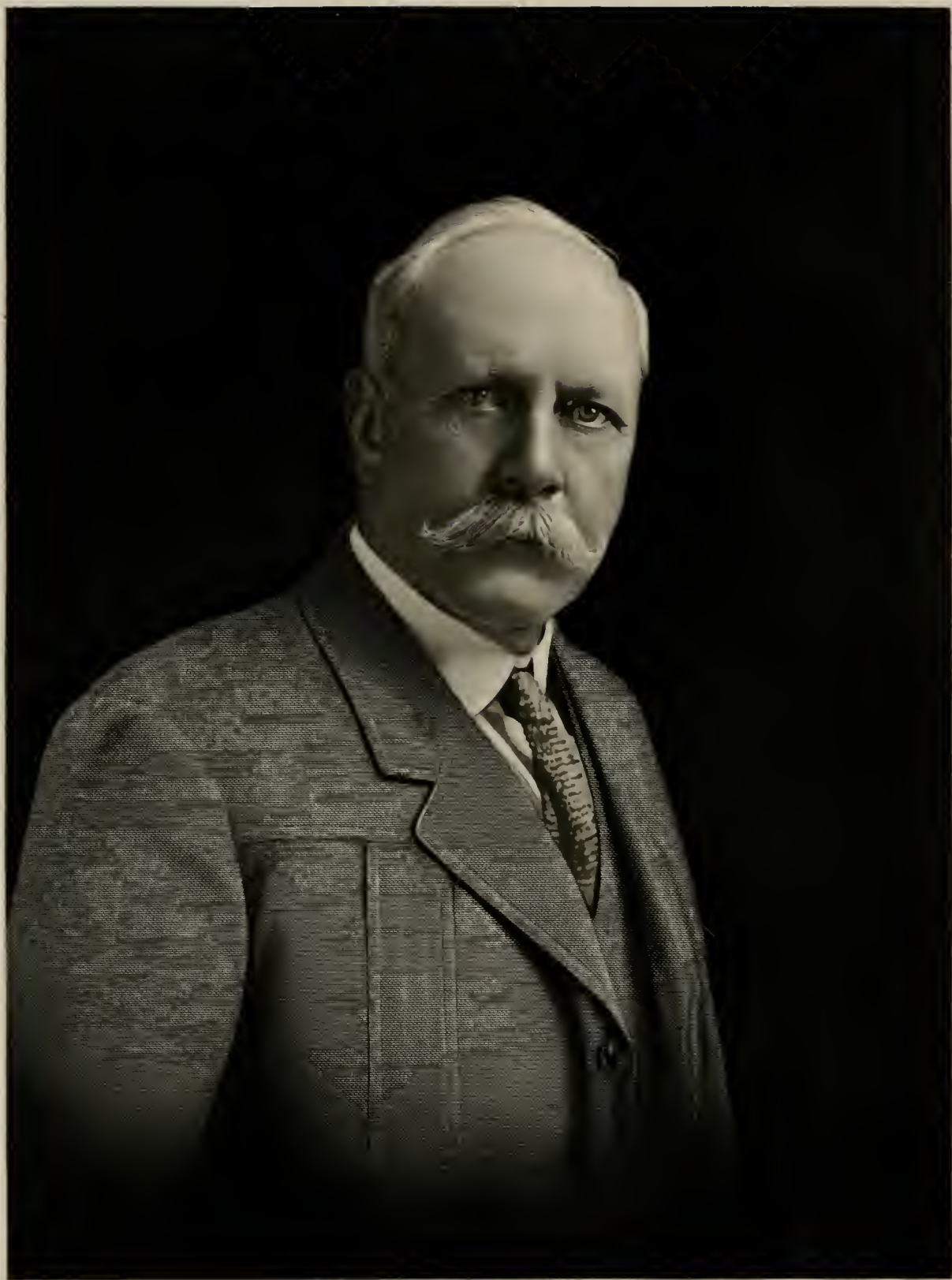
Claus Spreckels

separated longer than a few weeks at a time. Mrs. Spreckels passed away February 15, 1910, having for only a little more than a year survived her husband. They were the parents of eleven sons and two daughters, of whom the living are: John D.; Adolph B.; Claus A.; Rudolph; and Emma C., who became the wife of John W. Ferris.

It is difficult to analyze the character and abilities of Mr. Spreckels. He was a man of peculiar power. He fought his way single-handed over every obstacle. His rise to wealth was due to his own efforts and it may be said of him that no other man of this century wrought such magnificent results through legitimate and highly honorable industrial enterprises. He was one of the last of California's pioneers the foundation of whose fortunes was laid in the early days. He had no superior as a business man and a financier. Some of his activities were of such extensive proportions that only a man of his large ideas and splendid grasp of both principle and detail could have carried them through. The benefit which California derived from his life work cannot be overestimated. He founded industries which gave employment to thousands of men and by his genius he revolutionized methods of production, thus cheapening the necessities of life. He also developed new agricultural possibilities and he pointed out the path leading to prosperity for others inasmuch as he indicated the natural resources and the possibilities of the state. His life work is immeasurable by any known standards and years will pass ere the stimulus of his activity and the force of his genius and ability will cease to be felt.








*John D. Imreckel*



*John A. Trachtenberg*

## John D. Spreckels

O NAME is more widely known or stands for greater commercial activity and enterprise on the Pacific coast than that of Spreckels. It is a too uniformly accepted opinion that sons of successful fathers do not possess equal business ability or at least the circumstances and environment in which they live do not call it forth, but if this be true the history of John D. Spreckels is an exception to the rule. The pleasure of success is his. Capable of handling projects of magnitude, he delights in their successful control and in solving the intricate and complex problems connected therewith. He is today a representative of many of the most important corporate interests of southern California and his labors have had direct and important bearing upon the history of development and progress in this portion of the state.

He was born in Charleston, South Carolina, August 16, 1853, and is a son of Claus and Annie Christina Spreckels, who in 1854 removed to New York city, where they remained for two years and then went to San Francisco. In the schools of the latter city John D. Spreckels pursued his education to the age of thirteen years and then attended Oakland College at Oakland, California, for three years. He next went to Hanover, Germany, where he became a student of mechanical engineering and chemistry in the Polytechnic College, which he attended until 1872. On his return to San Francisco he received practical business training in his father's sugar refinery. He did not seek the benefit of parental influence but began work as a laborer. Gradually he worked his way upward as he acquainted himself with the various phases of manufacturing and sale, and between the ages of twenty-two and twenty-four he was superintendent. He then went into the laboratory and in 1876 he was sent to the Sandwich islands, where he made analyses of sugar for a year. Returning to San Francisco, he spent another year in the laboratory, after which he again went to the Sandwich islands for the purpose of erecting a sugar mill and developing a plantation for his father. Mr. Spreckels had charge of the construction of the mill and its operation for nine months, after which he once more returned to San Francisco and organized the firm of J. D. Spreckels & Brothers, commercial









*J. J. [unclear]*



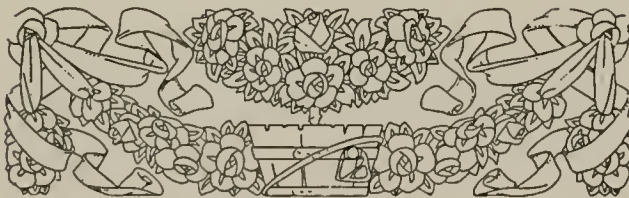
ward he acquired the other two-thirds interests, which included the San Diego street railway that in 1892 was converted from horse to electric power. Mr. Spreckels also acquired the ownership of a cable line and has since been active in the development of the urban and interurban street car interests. In his connection with the Coronado Beach Company he came into possession of the San Diego Union newspaper and the Coronado Railroad and the Hotel Del Coronado, together with half of all the property on South island and all on North island and Coronado Heights. It was in 1910 that he purchased the greater portion of the lot on which is erected the Union building, named for the San Diego Union, a morning newspaper owned by the Spreckels. In 1901 and 1902, much to the astonishment of the people of San Diego, for the city had not yet recovered from the boom, Mr. Spreckels rebuilt the entire street car system which indicated to the townspeople that he had faith in the city and put new heart into them. He became interested in the project of a water system with the result that the Southern California Mountain Water Company entered into a contract with the city to supply it with water up to seven million, seven hundred and seventy-seven thousand gallons per day. A pipe line was built from the company's reservoir to the city's reservoir and on the 6th of August, 1906, water began to flow into San Diego in abundance. Mr. Spreckels also turned his attention to the work of improving the city architecturally. In 1908 he erected a fine six-story modern office building of reinforced concrete, the first of the kind in the city, facing D street and extending from Second to Third streets, thus covering half of an entire block. This is called the Union building. This was followed by the Grant Hotel, the Timkin building and the Scripps building, all large reinforced concrete structures, and then he built an addition to the Union building, which carried the whole block in one line of architecture. Next was erected the American National Bank building, ten stories in height. In 1910 he began the erection of the Theater building, covering almost an entire block. It is a very handsome structure of the modern office building style of architecture, is of reinforced concrete and was completed at a cost of a million dollars. It faces on D street and extends from First to Second. If not in size, in point of convenience and equipment of safety and beauty of decoration, it is one of the finest theaters in the country. The remainder of the building is devoted to offices of which there are three hundred and seventy-five, well lighted and fitted with every modern convenience. He now has under construction a fine concrete modern hotel building extending from Union to State, and facing D street.

It is his aim to make this street the business center of San Diego and one of the finest thoroughfares of the United States. He has kept his buildings to the six-story limit and to the same general style of architecture. Recently owing to his belief that every city should own its own waterworks he sold to San Diego the water system for four million dollars—its actual cost. Something of the magnitude of his interests is indicated by the fact that he is now the president of the Western Sugar Refinery Company of San Francisco; the Spreckels Beet Sugar Company at Salinas, California, which is the largest of its kind in the world, handling over three thousand tons of beets daily; the Oceanic Steamship Company; the J. D. Spreckels & Brothers Company of San Francisco; the Spreckels Brothers Commercial Companies of San Diego; the Pajaro Valley Consolidated Railroad Company; the Coronado Beach Company; the San Diego Electric Railway Company; the San Diego & Southeastern Railway Company; the San Diego & Arizona Railroad Company, and the San Diego Light & Fuel Company. While his investments are mammoth Mr. Spreckels does not leave the active management of his interests to others but continues a factor in their control, knowing the pleasure of victory as he moves the pawns upon the chess board of commerce. He watches the game with interest, studies each move to be made and notably keen sagacity enables him to foretell the result long before the king row is reached.

In October, 1877, in Hoboken, New Jersey, Mr. Spreckels was married to Miss Siebein and they have four children: Mrs. Grace Hamilton and Mrs. Lily Holbrook, both of San Francisco; John D., Jr., who is twenty-eight years of age and is with the J. D. Spreckels & Brothers Company of San Francisco; and Claus, twenty-four years of age, who is assistant secretary and treasurer of the Spreckels Companies in San Diego.

Mr. Spreckels is a prominent Mason, his membership being in Oriental Lodge, A. F. & A. M.; California Commandery, K. T.; and the consistory, while the thirty-third or honorary degree has also been conferred upon him. His political allegiance is given to the republican party. He is a patron of the arts and a member of the Art Association of San Francisco. His club relations are with the Pacific Union and Bohemian Clubs and the San Francisco Yacht Club, of San Francisco; the San Diego Yacht Club and the Cuyamaca Club of San Diego; and the California Club, of Los Angeles. Such in brief is the history of J. D. Spreckels. To accumulate a fortune requires one kind of genius, to retain a fortune already acquired, to add to its legitimate increment and to make such use of it that its

user may derive therefrom the greatest enjoyment and the public the greatest benefit, requires another kind of genius. Mr. Spreckels belongs to that younger generation of business men of California called upon to shoulder responsibilities differing materially from those that rested upon their predecessors. In a broader field of enterprise they find themselves obliged to deal with affairs of greater magnitude and to solve more difficult and complicated financial and economic problems. The subjective and objective forces of life are in him well balanced, making him cognizant of his own capabilities and powers, while at the same time he thoroughly understands his opportunities and his obligations. To make his native talents subserve the demands which conditions of society impose at the present time is the purpose of his life and by reason of the mature judgment which characterizes his efforts at all times he stands today as a splendid representative of the prominent capitalists to whom business is but one phase of life and does not exclude his active participation in and support of the other vital interests which go to make up human existence.











*A. B. Spruells*





*A. B. [unclear]*

## Adolph Bernard Spreckels



YNONYMOUS with the development of the trans-continental trade is the name of Spreckels, and Adolph Bernard Spreckels has been most active in the development of shipping interests as well as in the promotion of the manufacture and sale of sugar. Mammoth as are the interests which he has controlled he has ever found leisure for the contemplation of questions having their root in humanitarian principles and he is today no less widely and favorably known because of his benevolence than for his notable success in the field of commerce. He was born in San Francisco, January 5, 1857, a son of Claus and Anna C. (Mangels) Spreckels, extended mention of whom will be found elsewhere in this work. He attended private schools in San Francisco, including that conducted by Dr. Huddart, and also that conducted by George Bates—both old landmarks of this city. From 1869 until 1871 he pursued his studies in Hanover, Germany, and after his return to San Francisco was a pupil of the South Cosmopolitan Grammar School from 1872 until 1874. He then entered Healds Business College, from which he was graduated. In 1876 he began his business career as a clerk in the California Sugar Refinery owned by his father and served in a clerical capacity for four years or until he became secretary of the company. He continued in that position until 1881, when in partnership with his brothers he formed the J. D. Spreckels & Brothers Company, of which he became vice president, holding the office to the present time. This firm became the general agents for the Oceanic Steamship Company with vessels plying between San Francisco and the Hawaiian Islands. They conducted a general shipping and commission business, handling all kinds of freight as well as passenger traffic. For a time the firm confined its traffic between San Francisco and the islands, which soon grew to very large proportions, due to the acquisition and development of their sugar plantation interests in Hawaii.

For a number of years the company has run a line of large freight and passenger steamers to Australia and also were agents for the Kosmos line plying chiefly between Hamburg, Germany, and South American and Central American ports. For many years the government of New South Wales paid the Spreckels a subsidy for running

their vessels and after the subsidy was finally withdrawn the firm continued the service until 1906, when they were compelled to abandon it as it had been a losing venture for some time. However, the recent wonderful development in oil fields of California with the consequent use of oil for fuel, combined with the firm's knowledge of commercial conditions, led them to reestablish the line and to convert their vessels into oil burners. They also continued as agents for the Oceanic Company in which they are large stockholders. Their interests have grown and developed with astonishing rapidity and yet back of this there have been only natural causes: sagacity; prompt recognition of coming events; an understanding of modern conditions; an appreciation of present opportunities combined with indefatigable energy that enables the individual to grasp and utilize the situation. Within the course of a comparatively few years the business has developed from a basis of hundreds of thousands to that of millions, due not only to the natural expansion of the company but also to the remarkable growth of the beet sugar industry in California originally established by Claus Spreckels at Salinas and Watsonville.

In addition to his connection with the J. D. Spreckels & Brothers Company Adolph B. Spreckels has other important commercial and financial interests. He is the vice president of the Western Sugar Refining Company, vice president of the Oceanic Steamship Company, a director in the Kilanea Sugar Plantation Company and the Sunset Monarch Oil Company. He has been an active factor in the growth and development of San Francisco and California, both in a commercial way and as a supporter of matters and movements of public welfare. He has made California's interests his own and has labored just as earnestly for them as for the development of his private business affairs. He served as park commissioner under Governor Budd, during the three-terms administration of Mayor Phelan and also through the term of Mayor Schmitz, and on the 8th of January, 1912, he was again appointed to the board of park commissioners by Mayor Rolph. During the two previous administrations he was president of the commission. During his former service on the board Mr. Spreckels did much for the improvement and adornment of Golden Gate park, and his enthusiasm and genuine public spirit were directly responsible for some of the most beautiful, useful and attractive features in this world-famous park. A visit to San Francisco is not complete without seeing this park, which presents many of the most attractive features of tropical as well as of temperate zones in its flora and fauna. The art of the most proficient landscape gardeners has there been employed and the work of adorn-



ment and improvement has largely been stimulated and promoted through the efforts of Adolph B. Spreckels. It was he who induced his father, Claus Spreckels, to give to the public the music stand which is the handsomest structure of the kind to be found in any American park, beautiful and imposing, perfectly suited to its requirement and standing as a monument to the generosity and thoughtfulness of both father and son. Led by his love of horses and open-air sports, he was the main factor in the building of the huge stadium which has been such a boon to lovers of open-air athletics and all who care to indulge in or witness out-door, manly sports and exercises, as well as to amateur drivers of fast harness horses, who utilize the speedway encircling the stadium proper for the training of their horses. There many exciting amateur matinee race meets are held for the edification of the devotees of the horse and harness—the number of such devotees being legion in San Francisco. Mr. Spreckels was also instrumental in securing the building of the huge Dutch windmill near the Ocean boulevard which has made possible the Spreckels Lake, which was named in his honor, and other smaller lakes into which the windmill pumps the necessary water.

It is said that every individual has a hobby. If this is true in Mr. Spreckels' case it is horse flesh and his name is known on the running turf throughout the country where have been exhibited his fine specimens of the noble steed. For many years he has been a breeder and raiser of thoroughbreds and has bred, owned and raised some of the greatest performers in the history of the sport on the coast, among them being such notable animals as Gallant, Cadmus and the four-miler Candid, one of the most remarkable performers at that distance that have ever been sired. He also bred and owned Dr. Leggs, said to be the greatest racehorse ever raised in California. He won the famous Burns handicap at a mile and a quarter and other big stakes. Dr. Leggs is still the property of Mr. Spreckels and is now in the stud on his extensive stock farm near Napa, where also can be found the famous sire Solitaire which Mr. Spreckels bought from Sir Edward Cassel after this horse had won the Queen's vase at Ascot and many other classics of the English turf. Mr. Spreckels also owns Puryear D., an eastern-bred stallion, and Vorhees, son of Solitaire. On the farm can be found also many famous brood mares and, although the racing game in this country has been on the decline and has been legislated out of existence in California, Mr. Spreckels maintains his interest in his horses for it has always been founded on the improvement of the breed and not on the idea of how much money could be made in it. He is also interested in standard-bred as

well as the thoroughbred horses and loves to ride behind a fast trotter, a number of which he owns. In former years he was an enthusiastic yachtsman and owned the *Consuelo* and the *Lurline* which figured conspicuously in yachting events in Pacific waters. In club circles he is equally well known through his membership in the Pacific Union, Bohemian, Union League, Merchants, San Francisco Yacht and Olympic Clubs, being a life member of the last named.

On the 11th of May, 1907, Mr. Spreckels was married in Philadelphia to Miss Alma de Bretteville, a daughter of Victor de Bretteville, whose ancestors figured prominently in the history of France, especially at the time of the French Revolution. Mr. and Mrs. Spreckels have a daughter and son: Alma de Bretteville, born August 23, 1910; and Adolph F., October 30, 1911. Such in brief is the history of one of California's most prominent and well known citizens, everywhere esteemed for his affability, genial nature and his kindness. He is charitable, giving generously to the individual or to organized charity where aid is needed. Though he has been a prominent factor in the public life of San Francisco for many years he has never aspired to political office and honors, preferring to concentrate his energies upon his mammoth business affairs, leaving him leisure for those activities and interests which are to him a matter of personal enjoyment. His name is associated with various lines of advancement and improvement wherein the public and not his private fortune has been the direct beneficiary. While coming of a family of prominence, it has been the simple weight of his character and ability that has carried him into important relations.





*George Hearst*



*George Howard*



## George Hearst



THE history of San Francisco—and of California, for that matter—tells of no more notable character than George Hearst. His part in the making of an empire out of the Golden state was so prominent that comparison of his career with those of most of the men of his time places him in the front rank of the state's pioneers who did things. Beginning as a farmer boy, with a limited education, meeting adversity and affluence alike with the same unconquerable determination, with unshaken faith in the future of his adopted state, he hewed out a niche in California's Hall of Fame and enrolled himself among the makers of her history.

George Hearst was born in Franklin county, Missouri, September 3, 1820, the son of William G. and Elizabeth (Collins) Hearst. His father was a native of South Carolina but emigrated to Missouri in 1808, when that state was on the outer boundaries of what was then deemed the "frontier." The Hearst family was of Scotch descent and its earliest American record dates back to the year 1680. The Collins family came from England in the early days of the country, and the father of Mrs. Elizabeth (Collins) Hearst also was a pioneer in Missouri. Their son was brought up in that frontier country and received the rudiments of an education, or as much as the opportunity offered in that early day, and while occasionally pursuing his studies he worked on a farm. Franklin county at that time was the seat of the principal metal-mining industry of the United States, and George Hearst attended the county school. Dr. Silas Reed, a man of fine intelligence and education, a mineralogist and geologist, as well as a physician, encouraged him in his interest in mining and loaned him books upon mineralogy and geology. This training was of great value to him later when he came to apply his knowledge. He engaged in lead mining in that same district and was soon recognized as an expert in that branch. But the spirit of the pioneer was strong within him, and when he heard of the discovery of gold in California he waited only until it had been confirmed before he started westward himself. In 1850 he braved the hardships of the journey across the plains with a team of oxen, one of mules and one of horses and, reaching this state, one team alone surviving, settled in Nevada county, at

that time the leading placer mining district. He at once began the search for gold with pick, shovel and pan and also engaged in selling and trading claims until 1859. He had very moderate success. In 1859, however, he brought his early training in lead mining into play when the possibilities of the great quartz veins began to be recognized. Up to that time the early prospectors had done little more than roam the hills and search the beds of the rivers and creeks for nuggets and "dust." Mr. Hearst went to the Washoe diggings in Nevada, the site of the world-famous Comstock lode, landing there with nothing but his two hands, his knowledge of mining and an unquenchable ambition. He at once began locating claims and trading in them when the excitement was at its height and soon became interested in some of the biggest producers in the district. Owing to his good judgment and to care in the development of the properties, his success was continuous. He was rarely interested in any mine that was not a producer. Later, in 1870 and 1871, he joined with Haggin & Tevis and developed certain large mining properties, such as the Ontario mine in Utah. He gradually increased his holdings of desirable properties and finally, when control of the famous Ophir mine was secured, they found themselves moderately wealthy. Mr. Hearst, not being able to go himself but knowing that the Anaconda mine was a fine property, sent Marcus Daly there to negotiate the purchase of this mine. Mr. Hearst, with Haggin, Tevis and Daly, acquired this afterward famous mine. The Homestake in the Black Hills of South Dakota, a low grade gold mine, was acquired before the Anaconda.

In 1860 Mr. Hearst returned to his old home in Missouri and remained two years, after which he came back and continued active mining operations. By 1865 he had become a millionaire, but not for long. A series of failures consequent on a period of financial depression almost swept away his fortune but he began again, patiently and pluckily, to recoup his losses. Although continuing to deal in mining properties, he shrewdly devoted considerable attention and money to San Francisco real estate, which has been the foundation of so many large fortunes. Values increased rapidly in this city then, as they do now, and his mining ventures were successful, so that he soon regained his fortune, and with interest. He was part owner in the famous Ontario mine in Utah, which for many years paid annual dividends of three million dollars. He also had large mining interests in the Black Hills of South Dakota, as well as in California, Arizona and Nevada. He became recognized as the most expert prospector and judge of mining property on the coast and contributed in many





Phoebe A. Hearst





ways to the development of modern processes and methods of mining, in gold and silver as well as in other metals.

He was deeply interested in developing the resources of California and advancing its prosperity. He was the owner of much valuable real estate in San Francisco and ranches and land in other parts of the state, and also was engaged largely in the raising of high-grade cattle and horses and in extensive farming. His was a diversity of interests that has hardly been equalled in the history of the state.

Throughout his political career Mr. Hearst was a firm unflinching democrat. In 1865 he was elected to the California assembly and in 1882 he was an unsuccessful candidate for governor before the San Jose convention. In 1885 he received the complimentary vote of the democratic minority in the legislature for United States senator and on March 23, 1885, he was appointed, as a democrat, to fill the vacancy caused by the death of United States Senator John F. Miller. He took his seat April 9, 1886, but the legislature, which was still strongly republican, on August 4, of that year, elected A. P. Williams, a republican, to serve out the unexpired term of Senator Miller. The tables were turned, however, when the legislature again met in January, 1887, at which time Mr. Hearst was chosen to succeed Senator Williams for the full term. He died, however, before completing the term, but during his four years of service he achieved great prominence as a statesman.

Senator Hearst had purchased the San Francisco Examiner and in 1886 he gave it to his son, William Randolph Hearst, who made it the starting point of a wonderful career as a newspaper publisher and public man. Inheriting his father's strong character, unbounded energy and singleness of purpose, this son has achieved even greater national prominence than his father, becoming a presidential possibility and a power in national political circles. He has widened his sphere of newspaper influence, which began with the San Francisco Examiner, until now he is the largest newspaper owner in America, publishing great dailies in New York and Chicago and other large cities of the country.

Senator Hearst was married, June 15, 1862, to Phoebe E. Apperson, daughter of Randolph W. Apperson, the scion of a prominent Virginia family. Mrs. Hearst was born December 3, 1842. She has achieved great fame as a philanthropist and patron of educational institutions and movements and well deserves to be numbered among the greatest women of the age. She has established and maintained kindergarten classes and working girls' clubs in San Francisco and maintained other classes in Washington, D. C., for nearly ten years.

during which time ninety per cent of the kindergarten teachers in the public schools in that city were graduates of kindergarten training classes maintained there by her. She maintains kindergarten classes in Lead, South Dakota, caring for about three hundred children annually. She gave two hundred and fifty thousand dollars to build the National Cathedral School for Girls in Washington, D. C.; built, equipped and maintained for several years a free library at Anaconda, Montana, finally presenting it to the municipality after the sale of her interest in the Anaconda mine; also equipped and has maintained for several years a free library at Lead, South Dakota; defrayed the expense of the competition among the best architects of the world for plans for a greater University of California; and erected and equipped the mining building at the university as a memorial to her late husband. The foregoing constitutes merely an outline of the great work she has accomplished through her beneficence. She was the first president of the Century Club of San Francisco; honorary vice president of the Golden Gate Kindergarten Association; regent of the University of California; vice regent for California of the Mount Vernon Association; and has been a member of and held offices in many other organizations of an educational, philanthropic or social nature. The city and state are proud to accord her first place among their great and noble women.

The funeral services over Mr. Hearst's remains were most remarkable in being attended by a great number of old Californians and old miners who gathered from great distances from all over the state and from adjoining states to attend. He was buried in Laurel Hill cemetery, San Francisco. His remains were accompanied from Washington by the following escort of senators and representatives: Senators Pugh, Stockbridge, Vance, Faulkner, Bate, Berry, Barber and Sawyer; Representatives Clunie, McComas, Milliken, Geary, Sherman, Tucker, Gibson and Catchings; and Sergeant-at-Arms Valentine.





THIS BUILDING STANDS  
AS MEMORIAL TO  
**GEORGE HEARST**  
A PLAIN HONEST MAN  
AND GOOD MINER

THE STATURE AND MOULD  
OF HIS LIFE BESPOKE THE  
PIONEERS WHO GAVE THEIR  
STRENGTH TO RISKFUL SEARCH  
IN THE HARD PLACES OF THE  
EARTH ✻ ✻ HE HAD WARM  
HEART TOWARD HIS FELLOW  
MEN AND HIS HAND WAS  
READY TO KINDLY DEED ✻  
TAKING HIS WEALTH FROM  
THE HILLS HE FILCHED FROM  
NO MANS STORE AND LESSEN  
ED NO MANS OPPORTUNITY

MEMORIAL TABLET, MINERS' BUILDING, UNIVERSITY OF CALIFORNIA








L. B. McFarland





L. B. M. F. ...

## Thomas Bard McFarland

 HE record of few men in public life has extended over a longer period than that of Judge Thomas Bard McFarland and none has been more faultless in honor, fearless in conduct and stainless in reputation. He stood preeminently before the public of California as one of the leading citizens of the state and yet it is not only as an eminent jurist that his name should go down to posterity. He possessed those phases and traits of character which stimulate and win warm friendships and high personal regard, and all who knew him are united in the opinion that

“He was a man. Take him for all in all  
I shall not look upon his like again.”

He was born on a farm near Mercersburg, Pennsylvania, April 19, 1828, and passed away at the age of about eighty years. The ancestral line can be traced back to the second Earl of Lennox, who flourished about the year 1150. Several generations of the family were represented in America, however, during colonial days, and the McFarlands were among the pioneer residents of the Cumberland valley in Pennsylvania. There Robert McFarland, Sr., secured a tract of land for which Thomas and Richard Penn, “proprietors and governors in chief of the province of Pennsylvania,” issued to him a patent January 11, 1769. This tract of two hundred and forty-eight acres was afterward sold by Robert McFarland to his nephew and namesake in 1777, and the latter erected thereon buildings which are still standing. He was the father of Captain John McFarland and the grandfather of Justice T. B. McFarland, who spent his boyhood and youth on the ancestral acres, displaying many of the sturdy and sterling characteristics of his Scotch-Irish forebears. His mother, who bore the maiden name of Eliza Parker, was of English lineage, a daughter of Colonel Robert Parker, an officer of the Revolution who served at Yorktown on the staff of General Washington, of whom he was a counsellor and warm personal friend. Justice McFarland supplemented his early education by a course in Marshall College of Mercersburg, from which he was graduated in 1849, paying especial attention to the languages,

Latin and Greek, and to those branches which in that day constituted a classical course.

When his college days were over Thomas B. McFarland became a law student in Chambersburg, Pennsylvania, in the office of his cousin, Robert M. Bard, a man of brilliant talents and high rank as a lawyer. "So rapid was his progress and so close his application" that he was admitted to the Chambersburg bar in November, 1849, upon examination by Judge Jeremiah Black, afterward eminent as a jurist and statesman. It was about this time that the attention of America was directed to California following the discovery of gold on the Pacific coast. It was not the lure of the mines alone, however, that brought Judge McFarland to this district. He foresaw something of what the future had in store for this great country and it was with the intention of practicing law and not of seeking wealth in the mines that he made the long overland journey across the continent, imbued with "a noble passion of soul to give whatever powers of mind and body he possessed to the consummate task of molding an incoherent multitude into an orderly and constitutional commonwealth." As he and his brother Franklin made their way to California in 1850, he was called upon to exercise the judicial qualities which later in life gained him national fame. It is said that two brothers, equal partners in the movable property of the train, quarreled and decided to submit the question of the division of their property to Mr. McFarland, who performed his delicate task with such equity that each party was well satisfied and expressed to him the gratitude they felt. This was his first judicial decision.

In September, 1850, a few days before the admission of California into the Union, Judge McFarland became a resident of the state and in 1853 located for the practice of law in Nevada City. Success attended him and he remained there as the peer of the ablest representatives of the bar at that place until 1861. His judicial mind, vigorous intellect, native courage, robust reasoning and accomplished manner won recognition, and his uprightness and manliness commanded the confidence of the people. It naturally followed that he was called into prominence in other connections, being elected in 1856 to the state legislature, where he made an excellent record. In 1861 he was chosen judge of the fourteenth district court and for eight years sat upon that bench. One of his contemporaries, writing of that period of his life, said: "His career in a judicial capacity was brilliant; he was early marked among the foremost jurists of the state, and his decisions took a front place among those of the district judicatory of California, which stood in dignity next to the supreme bench."



On his retirement at the close of his second term he sought the broader field offered in the capital city, having here also more opportunity for the gratification of his literary tastes. Almost immediately he was accorded a large law practice and one of a most important character, but again he was called to public life in his appointment in 1872 to the position of registrar of the United States land office for the Sacramento district. He had neither sought nor wished for the office, but at that time there had been much misrule in such positions and it was desired to place a man of unimpeachable integrity as well as ability in the position. His administration was so upright that "land thieves fled from him as from the frowning glance of fate" and he remained in the office for five years or until 1878, when he resigned. In the meantime he had continued in the practice of law with constantly developing powers, resulting in growing prominence and honors. His standing as an eminent lawyer and fair-minded citizen led to his nomination and election as a member of the constitutional convention representing the Sacramento district. He left the impress of his individuality for good upon the work of framing the organic law of the state and the ablest members of that august body recognized him as one whose leadership might well be followed. His persuasive eloquence and vigorous reasoning were heard on all important questions affecting the present and later welfare of the commonwealth and it was said: "His splendid defense of the constitution of the United States in a speech before the convention was an especially bold, courageous and masterly effort and deserves to be ranked with the best of the defenses of that character of our liberties which grace the annals of our national history."

While prominent as a factor in shaping the political and judicial history of the state, Judge McFarland was never neglectful of his duties in municipal affairs and his efforts were an element for public progress in the city in which he lived. He was widely known as a stalwart and progressive champion of the cause of public education and his work on the school board was of far-reaching and beneficial effect. A lifelong friend of Senator Stanford, the latter made him a charter member of the board of the university which bears his name and he continued to give to its management the wisdom of his wide experience and far-seeing judgment. He was called to further judicial honors when in 1882 he was appointed to fill a vacancy on the bench of the superior court of Sacramento county and two years later was elected for a full term of six years. In 1886 he was elected for a term of twelve years to the position of associate justice of the supreme court of California and thereupon resigned as superior judge. For twenty-



two years he sat upon the supreme bench of the state, in which connection it was said of him: "Justice McFarland brought to this exalted tribunal the ripe experience of a mind trained by years of assiduous labor in legal lore. His student habits had never been laid aside, and his distinguished service as a judge of the lower courts, extending over a period of more than fourteen years, eminently fitted him to share the responsibilities of the supreme court with the distinguished jurists with whom he now divided his labors. He had already proved himself a tried, unimpeachable jurist, an honest, rugged, honorable man. Magnificently equipped by nature, as well as by profession, he was in the vigor of manhood, mental and physical. And in his whole career as a member of the supreme court he was as true to the constitution in the impartiality of his decisions as the north pole to the polar star. The annual volumes of reports of cases determined in the supreme court of California, from 1887 to 1908 inclusive, tell the story of Justice McFarland's profound and prodigious labors through the many years of his membership on the bench of that court. While a district judge he tried more criminal cases than any other jurist in the state, save only those sitting in the courts of San Francisco, and only one of his judgments was ever reversed. And when on the supreme court he is said to have participated in more reviews and written more opinions than any of his associates. He was a master of the intricacies of the mining laws and that department was held as an authority by the federal courts. The great corporations came to full development in this period of Justice McFarland's career. While practicing law in Sacramento he was one of the leading attorneys for the Central Pacific Railroad in that city, and he studied far into that unfathomable mystery to the lay mind—the corporation. And his discriminating judgment in applying the constitution to corporation cases is by no means the least service which he rendered to the state. Technicalities he looked upon as strictly 'modern' and as tending to cast suspicion upon the integrity and dignity of the courts and of the profession itself. He had the gift of using homely illustrations in a dignified, almost Homeric manner. And his opinions are models of pure English. Himself a close student of Chief Justice Marshall, of Shakespeare, of Addison, he acquired a literary style with which his clear thinking and impulsive nature enabled him to clothe his opinions with a directness which was simplicity itself, and often with a poetic charm that reflected the purity and loftiness of his nature. His study of the law was systematic and thorough; his familiarity with its principles was intimate, and his power to see the practical application of principles to cases was a noteworthy feature of his judicial career. Questions were

frequently met 'for which adjudicated cases afforded no precedents,' which had to be argued upon broad general principles, to which the philosophy of the law had to be applied by the most comprehensive reasoning. It was under these circumstances that Justice McFarland rose to the stature of a great and eminent jurist and won the admiration and reverence of bench and bar of California."

Judge McFarland was married on the 20th of November, 1861, in Nevada City, to Miss Susie Briggs, of Cortland county, New York, a daughter of Caleb Parker Briggs and a descendant of Sir Peter Parker, an English admiral. Her mother, Mary (Edwards) Briggs, was a member of an old New York family. Judge and Mrs. McFarland had one daughter, Jennie Hunt, who resides with her mother in San Francisco. In his home Judge McFarland was a most cultured, entertaining and hospitable host who delighted in the companionship of his many friends yet found his greatest happiness in promoting the welfare and happiness of wife and daughter. Perhaps his character is best portrayed in the words of one who wrote of him as follows: "Little children loved him, young men and women sought his counsel, the circles of the learned and cultured were proud of his friendship, the bench and bar honored and revered him, all men admired him; and when he passed out into the Eternal Morning on September 16, 1908, the whole state mourned him as the champion of their liberties and the defender of their sacred rights." At his passing the press of the entire country wrote fitting memorials to him. One of these editorials said: "Without fear of exaggeration the death of Justice McFarland may be pronounced a public calamity. We can ill spare from the judicatory of this state a man of his moral courage, innate love of justice and hatred of oppression. It has been said that it is easy to find a man to face batteries, but hard to find men to defy majorities. Justice McFarland was absolutely insensible to the thunders of public opinion. During his career on the bench no lawyer ever had occasion to speculate on the effect the voice of the press might have on his judgment. A man of severe aspect and prone to vehemence and warmth in his utterance, yet he was as gentle as a child, his heart was as big as his body, and incapable of an ungenerous impulse. Justice McFarland should go down to posterity with divine honors."










*John M. Gault*



*Schulz*

## John Garber

 FEW lawyers, however distinguished, can it be said that for forty years their name figured in connection with the records of almost every case tried in the courts of their district. Such a distinction, however, was won by John Garber, eminent as a lawyer and equally prominent for his progressive citizenship and his fidelity to the highest ideals of manhood. Nature endowed him with a rare intellect and he used his time and talents wisely and well. His record was indeed an honor and a credit to the state which long honored him, and his name is inscribed high on the roll of California's distinguished dead.

Judge Garber had reason to be proud of his ancestry for their acts in many connections adorned the pages of American history during its formative period. The line of his descent is traced down from a Michael Garber, who was one of three brothers who came from Holland early in the eighteenth century, settling in Pennsylvania. Tradition has it that they came as "redemptioners," their parents having died aboard ship. Michael Garber, who was born in 1742, married Magdalena Smoot, whose name is sometimes written Matalina Smultz, and who was born in 1744. In 1781 they left their home at York, Pennsylvania, to become residents of Augusta county, Virginia, and the old records of that county and the city of Staunton show that he was a land owner of the Revolutionary period and prior thereto, while in 1802 he was serving as one of the gentlemen justices of the town of Staunton, presiding with other members of the court. He possessed considerable mechanical ingenuity, combined with a gift of invention, made a clock of wonderful mechanism, was the inventor of the cut nail and of a machine to cut flooring brads. He was evidently a man of wealth for his day as shown by an inventory of his personal effects on record in the clerk's office in Augusta county. Many of these relics are yet in the possession of his descendants. He served as an officer of a company in the Thirty-second Virginia Militia and throughout his life was a conspicuous figure in the civic affairs of his county. He died on the 31st day of August, 1824, and his wife passed away on December 31, 1830. She was laid by his side in a cemetery in Hollidaysburg, Pennsylvania, their remaining

days having been passed in that city in the home of their son, Christian, who was the second of five children, the others being Michael, Barbara, John and Mrs. Madelina Lany.

The eldest son, Michael Garber, Jr., was born in York, Pennsylvania, May 6, 1769, and was therefore but twelve years of age when the family moved to Staunton, Virginia, with the early history of which he became prominently identified. Michael Garber was a man of much force of character and left the impress of his individuality upon public affairs. He served in Captain Johnson's Company of the Thirty-seventh Virginia Militia, was a deputy sheriff of Augusta county and in 1813 was mayor of Staunton. He learned and followed the coppersmith's trade, also carried on farming and other business interests. He married Margaret Smith, of Lebanon, Virginia, a daughter of Captain Tom Smith, who commanded a company of horse in the Revolutionary war. Michael and Margaret Garber became the parents of the following named children: Elizabeth, John, Agnes Ann, Albert Jefferson, Sarah Jane, William Henry, Margaret, Asher Watterman, Augustus Madison, Michael Christian, Caroline, Madeline, Alexander Menzies and Christian.

Of this number William Henry Garber was born in Staunton, Virginia, August 31, 1807, and died at the home of his daughter, Mrs. Sallie G. Davis, in Aberdeen, December 31, 1875. When he was twenty-four years of age he married Elizabeth Holmes Baldwin, a daughter of Joseph Glover and Eliza Cook (Baldwin) Baldwin, who though of the same name were not related. The latter was a daughter of Cornelius Baldwin. Joseph Glover Baldwin came from England, and resided for a time in Connecticut but later in Virginia. He is said to be descended from the Count of Flanders. His daughter, Elizabeth H. Baldwin, was born at Forest Hill, near Winchester, Virginia, about 1808, and by her marriage to William Henry Garber became the mother of five children: John, Eliza Baldwin, Sallie Virginia, Alexander Menzies, William Henry and Margaret Michie.

The eldest son, John Garber, was born at Staunton, Virginia, November 9, 1833, and after attending school in that city entered the University of Virginia, from which he did not graduate, as his funds failed, although he finished in several courses. He was therefore obliged to leave the school and studied law, teaching school in Staunton all day and reading law almost all night. For two years he was also connected with the Virginia Central Railway as civil engineer, and was finally admitted to the practice of law in his native state. In 1860 he came to San Francisco and entered the law office of his uncle, Joseph G. Baldwin, afterward a justice of the supreme court



of California. Later Mr. Garber removed to Santa Cruz, where he practiced for a year and a half, afterward to Nevada City, California. Later he settled in Austin, Nevada, where he entered into partnership with Colonel Harry I. Thornton. At the time of the White Pine mining excitement they established their law office at Hamilton, Nevada, and were actively and extensively connected with mining litigation, winning recognition as one of the most capable law firms in that line of practice. While residing there Mr. Garber was elected to the superior bench of Nevada and proved himself a peer of the ablest members of that body. He resigned his seat, however, on the 7th of November, 1872, and went to Pioche, Nevada, to take part in the celebrated mining case of the Raymond & Ely Mining Company versus the Hermes. Following its close and in association with Colonel Thornton he removed to San Francisco and at once took leadership at a bar that has ever been distinguished for the high rank of its members. The firm name of Garber & Thornton was changed to Garber, Thornton & Bishop on the admission of Thomas B. Bishop to the partnership, and when Colonel Thornton retired from active practice in 1887 he was succeeded by Judge John H. Boalt, under the firm name of Garber, Boalt & Bishop. When Judge Garber severed that relationship he was joined by his only son, Joseph Baldwin Garber, and by Judge Eugene R. Garber, and upon the death of the last named Harry T. Creswell entered the firm under the style of Garber, Creswell & Garber.

During the entire period of his practice in this city Judge Garber was recognized as the foremost attorney of the Pacific coast and the firms of which he was a member conducted one of the largest practices in California and were engaged, on one side or the other, in practically every case of importance which came before the courts of the state. Among the cases which created more than state-wide attention and on which Judge Garber was retained may be mentioned the Colton case; the case of the United States against Governor Leland Stanford, which involved fifteen million dollars and in which Judge Garber was the personal representative of Mrs. Stanford; the Blythe will case contest; and the celebrated Fair litigation in which Judge Garber represented the heirs against the executors. Judge Garber was, in his political affiliations, a conservative democrat, and always took an intense interest in politics. He was often mentioned and urged to accept honors at the hands of his party but as often declined, preferring to devote his energies to the practice of his profession.

Though his profession made continuous demand upon his time and energies Judge Garber nevertheless found opportunity to cooper-

ate in many matters of vital public importance. He manifested a deep interest in the welfare of the city and state and cooperated in many measures for general improvement. None questioned his public spirit and all recognized the fact that whether in public or private life, he exhibited the sturdy fortitude of the old stock from which he was descended. Because of his ability and his high sense of personal and public honor his reputation soon spread beyond the borders of California and in making up the personnel of the first Panama canal commission President Roosevelt named him as the representative of the bar upon that commission entirely without his solicitation. Though fully appreciating the honor Judge Garber was obliged to decline, feeling that the climate of the isthmus would be detrimental to the health of a man of his age.

Judge Garber, "well descended and well bred," a typical gentleman of old Virginia, of broad and liberal culture and unusual refinement, found his friends among the most distinguished citizens of the west. His beautiful home, Bellerose, was the scene of many attractive gatherings in which were found the men of strongest intellectual force in California. His manner was genial, his disposition amiable, his wit sparkling and spontaneous, and at all times he held friendship inviolable. Moreover, he manifested a most sympathetic interest in the sorrows and troubles of the unfortunate and was ever ready to extend a helping hand for the alleviation of distress and for the amelioration of the hard conditions of life for the unfortunate. In his home he was an ideal husband and father, finding his greatest happiness at his own fireside. He was married November 23, 1865, to Miss Juliet White, a daughter of Judge John White, of Talledega, Alabama, who was a native of Virginia. Judge White won distinction as an attorney and jurist of Alabama and was one of its supreme court judges. Four children were born to Judge and Mrs. Garber, namely: Belle White Garber, who married Whitney Palache on August 30, 1892, and to whom were born three children, John Garber, James and Helen Whitney, born June 2, 1893, July 3, 1896, and July 8, 1899, respectively; Joseph Baldwin Garber; Lida Juliet Garber; and Juliet White Garber, who became the wife of Frank Devello Stringham on November 23, 1905.

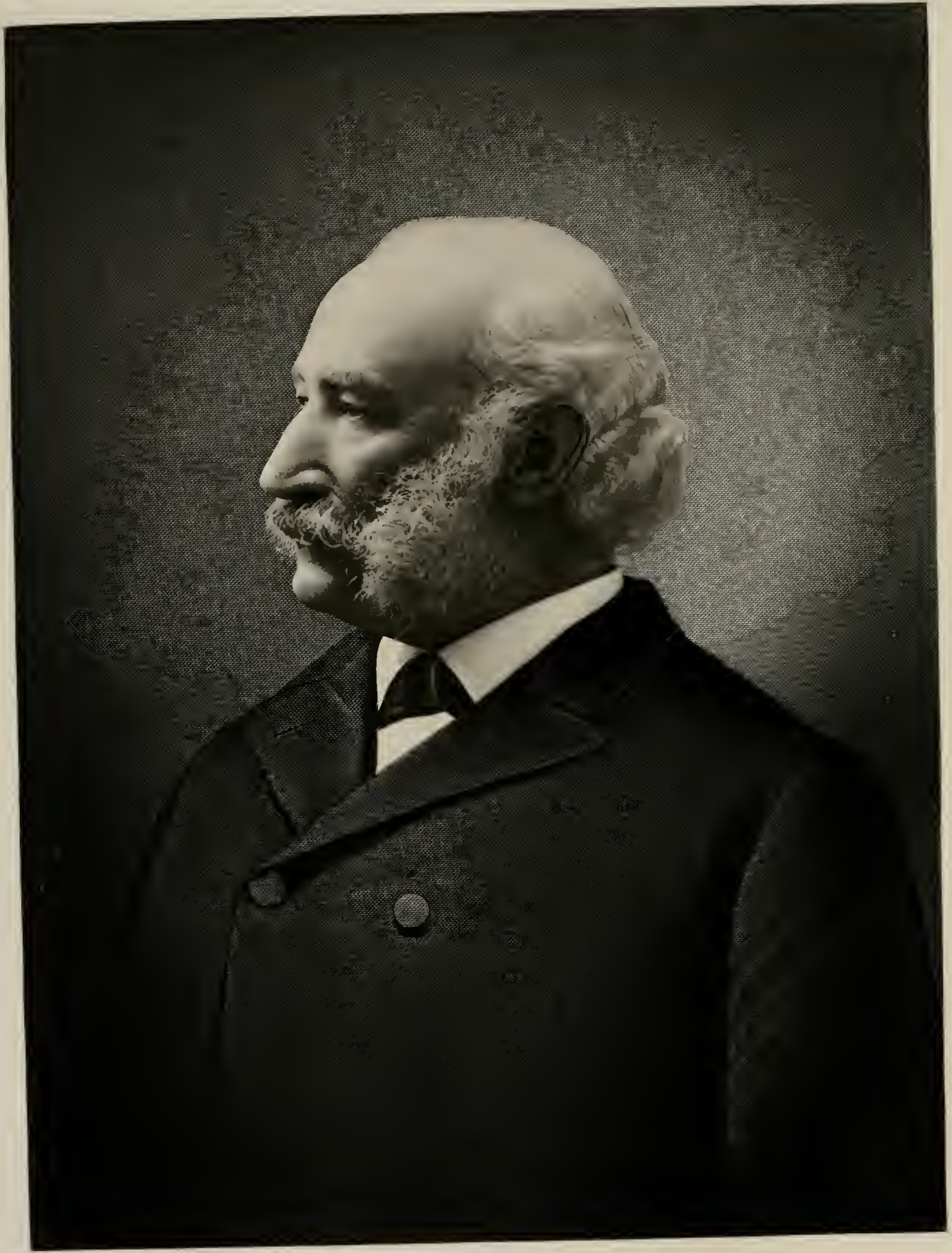
Fortunate in being descended from honorable and sturdy ancestry, Judge Garber's lines of life were cast in harmony therewith. In person, in talents and in character he was a worthy scion of his race. Ability and learning carried him into prominence and his character maintained his enviable position. At his death fitting tributes were paid to his memory by the bench and bar and by the press. One of

these said: "For thirty years John Garber was the acknowledged head of the bar of California, primus inter pares, a man who exemplified in his professional conduct the lofty ideals of an ancient and noble calling. He honored his profession by paying it honor and by his adherence to the solid virtues and enlightened principles underlying the law. No less was his loyalty to the traditions which held the advocate to the purpose of the law and forbade him to distort or defile its machinery. Judge Garber earned the reverence and esteem of his colleagues and the judiciary as much by his dignity and high sense of honor as by his profound knowledge of jurisprudence. His success at the bar demonstrates that the path of honor still leads to the highest eminence and emolument in the legal profession. Always courteous to his adversaries at the bar and considerate of their feelings, his attitude toward the bench was that of gracious respect inspiring in men of lesser moral and mental calibre, by his reverence for the law and its ministers, a higher sense of their responsibility and a loftier conception of the duties of a magistrate. Of a bar that has been rich in eminent men, he was the acknowledged leader in learning, thought and action. Judge Garber's knowledge of the law was vast and his grasp of legal principles profound. His reputation as a lawyer was as wide as the nation and his name as familiar in Washington and New York as that of the leaders of the bar in the Atlantic states. As a man Judge Garber showed a keen appreciation of his obligations to his fellowmen. He was a man of scrupulous integrity and noble character. The bar lost not only a great leader but the state a most valuable citizen."









*Adelphi Butts*



Chapman

## Adolph Heinrich Joseph Sutro



THE life record of Adolph Heinrich Joseph Sutro is the story of an empire builder. His indomitable perseverance, his unabating energy and his incomparable foresight, supplemented by financial genius and unchanging faith, enabled him to become one of the builders of California's fortunes as well as the promoter of his individual interests. He was born in Aix-la-Chapelle, Rhenish Prussia, April 29, 1830. He was the son of a prosperous cloth manufacturer and in Germany pursued his education, attending a polytechnic school. He afterward entered the employ of his father and at his death, in 1847, took charge of the business which, however, was destroyed during the revolution of 1848. At the age of eighteen Mr. Sutro went to Memel in East Prussia and established a cloth factory there. In 1850 the family came to the United States. The year before an elder brother had come to this country, and acting upon his advice, Mrs. Sutro with six sons and four daughters sailed from Antwerp to America in August, 1850. The family had hardly landed in New York when the young immigrant, lured by all he heard and read of the glorious prospects of the new Eldorado, bade farewell to his mother, his brothers and sisters and, almost without means, started by way of the isthmus route for the scene of his future toil and successes, arriving in San Francisco on the 21st of November, 1850. He at once engaged in mercantile pursuits and for a time was an importer of general merchandise but later turned his attention to the retail and wholesale cigar and tobacco business, his principal store being on Montgomery between Sacramento and California streets. He continued in the business until 1859, when he was attracted to mining by the big strikes that were then being made in Nevada. He established small metallurgical works in San Francisco and in 1860 went to Virginia City, Nevada. In 1861 he built a quartz mill at Dayton, Nevada, on the Carson river, and in that mill worked over the tailings of other mills, meeting with substantial success. At this time developments on the famous Comstock lode were being rapidly pushed and as the work progressed great difficulty was being encountered in the various mines. Some of the mines at the lower



levels were flooded with water to the depth of one hundred feet or more and had been abandoned. Others were unworkable on account of the excessive heat and noxious gases. It was Mr. Sutro who conceived the idea and planned the famous Sutro tunnel, at that time the most stupendous mining engineering feat ever attempted and one that has been equalled in but a single instance to the present—a work which has made the name of Adolph Sutro famous throughout the world. This project, as conceived and ultimately completed by him, was the construction of a tunnel at a low level from the nearest point in the foothills of the Carson valley to the most central mine of the Comstock group for the purpose not only of draining the entire Comstock lode but also to provide ventilation for the underground workings and to afford a cheaper means of handling the ore and waste rock than by individual shafts. The point in the valley selected was twenty thousand, four hundred and eighty-nine feet, nearly four miles, on a straight line from the shaft of the Savage mine, which was centrally located in the group. From this latter point lateral drifts were planned to cover the entire lode. For some distance from the mouth the main tunnel inside the timbers is fourteen feet wide by ten feet high. For the rest of the distance it is seven and a half feet high, eight feet wide at the top and at the track rail on the bottom of the tunnel it is nine to nine and a half feet wide, with a drainage trench in the center, thus accommodating a double track, one on either side of the trench. It was to cut the Savage shaft at a depth of sixteen hundred and forty feet with ample fall toward the Carson river to take care of the drainage. All of the plans down to the minutest detail were completed in advance and a company was organized in Nevada to carry on the work. The first legislature of Nevada, on February 4, 1865, passed an act granting the company a franchise which gave them full protection and which provided that the actual work should begin within a year and be completed in eight years. This was followed by procuring all necessary rights of way from individuals owning surface claims.

Formal contracts were then secured from nearly all the mining companies operating on the lode, by which the tunnel company was to be paid a royalty of two dollars per ton on every ton of ore taken from the mines benefited by the tunnel, also a certain amount per ton for all waste rock taken out, an amount for supplies taken in and for every person in their employ using the tunnel as a means of getting in or out. These contracts were highly satisfactory to all parties concerned and a campaign to raise the necessary funds for the construction was begun. In order to fully protect himself in the future and

to force those mines which had refused to contract with him in the first place to come into the agreement, Mr. Sutro procured the passage of an act by congress, July 25, 1866, which provided for a right of way through the public land cut by the tunnel; the right to purchase at a dollar and a quarter per acre not to exceed two sections of public lands at or near the mouth of the tunnel; the right to purchase at five dollars per acre any public mineral land cut, discovered or developed by the company, excepting the Comstock mines as already located; and also providing in express terms that the owners of Comstock mines, drained or benefited, should hold all claims located by them in the future subject to the same terms already entered into between them and the tunnel company. On January 25, 1867, the two houses of the Nevada legislature unanimously passed a joint memorial and resolution asking government aid in the construction of the Sutro tunnel. In this resolution the legislature thanked Adolph Sutro for his great services in originating the plan of the Sutro tunnel and urged upon all the necessity of helping in the work. In a short time Mr. Sutro received many pledges for the purchase of the stock in the Tunnel Company. "Then it was," said Mr. Sutro, "that the Bank of California stepped in and concluded to break up the tunnel enterprise. They came to the conclusion that this was a great enterprise and, thinking we were about to get a subsidy from the United States, they set out to break it up." Up to this time all had been smooth sailing but now opposition was encountered from the moneyed powers that controlled the Comstock group; many of the mines attempted to void their contracts; those which had pledged financial support withdrew their pledges and a bitter war was waged against the project and against Mr. Sutro personally. It was carried on through the press and into congress, where an attempt was made to have his franchise revoked and every possible means was used to thwart his project. The subsidized press became very intense against Mr. Sutro but, nothing daunted, although he had never made a speech in his life, "he made up his mind to get up in Virginia City, right in their midst, and show up their rascalities and explain the persecution they had instituted against him." He told the assembled people just what he intended to do and just how his tunnel would benefit the mines of the district and the state at large and just why he was being opposed by the moneyed interests, with the result that the agitation launched by the "interests" proved a boomerang. His appeal to the working men aroused their sympathy and the Miners' Union raised a fund of fifty thousand dollars and this, together with funds raised from the purchase of stock by a number of individuals

and with other moneys raised by Sutro from his own friends, helped to start the tunnel.

On October 19, 1869, a beginning was made on the actual construction. In 1871 a number of English capitalists purchased a million and a half of stock and from that time forward the work was pushed as rapidly as possible. The opposition of the bank ring, however, continued and it tried by every means in its power to have repealed in Washington the rights of the Sutro Tunnel Company. Mr. Sutro then again took to the lecture platform and began a speaking campaign at Washington. Among his hearers were senators, congressmen, scientific men from the various government bureaus and, chief of all, the president, General Grant, who with some of his cabinet was a most attentive listener. He repeated his lecture several times in Washington and, after his return to the coast, he lectured in many cities in Nevada and later in San Francisco and other California towns. Wherever he spoke the subsidized papers attacked him violently but everywhere the people received him cordially and in San Francisco, after the third lecture, he had to get a larger hall in order to accommodate the crowds who came to hear him. Meantime, although the work on the tunnel progressed rather slowly at first, with the advent of improved machinery, some of it especially designed, the work was carried on more rapidly as time passed by. As originally planned, four vertical shafts, the deepest one thousand, four hundred and eighty-five feet, were to be sunk along the line of the tunnel from which the work of driving the tunnel proper could be carried on both ways from each shaft. Two of these shafts, however, had to be abandoned on account of the constant influx of water, but the two nearest the tunnel were completed; the first in 1873, the second in 1874. As soon as each was finished drifts were started east and west from it and in due time accurate connections were made with the main tunnel. The work met with the greatest natural difficulties. In 1873 the temperature at the face of the tunnel was only seventy-two degrees Fahrenheit. It mounted to eighty-three degrees the next year, to ninety degrees in 1876, to ninety-six degrees in January, 1878, and to one hundred and nine degrees in April and it grew worse until the surface of the rock showed a temperature of one hundred and fourteen degrees. Men could work in the tunnel but a few hours at a time, not only because of the heat, but on account of the gases. Again and again they were overcome and carried out. The indomitable energy of Mr. Sutro showed itself here, there and everywhere. He stripped to the waist and took his stand with his men and by his strength and example kept them going. It seemed that it



would be impossible to complete the work under such conditions, but he kept everlastingly at it, for the tunnel was then approaching its goal. Finally the men at work in the Savage mine could hear the blasts in the tunnel and then the blows of the power drills worked day and night. Mr. Sutro kept at it and on the 8th of July, 1878, with his own hands, he placed the last blast and opened a hole into the Savage shaft through which he was the first man to crawl. When this contact was made, sixteen hundred and forty feet below the surface of the mine, the temperature which just previously had stood at one hundred and twenty degrees fell at once to below ninety degrees.

The mines on the Comstock at first refused to use the tunnel under the terms of the contracts originally entered into, but they soon realized that they were losing money by maintaining their own pumping plants. New contracts were entered into, the drainage capacity of the tunnel was increased and in a few years water was flowing through it at the rate of billions of gallons annually. The lateral drifts were subsequently bored and when completed the total length of the main bore and laterals was thirty-three thousand, three hundred and fifteen feet or about six and a third miles. The cost of the main tunnel was three and a half million dollars and the total cost, including laterals, etc., was about five million. While building the Sutro tunnel Mr. Sutro introduced many of the then most modern mining machinery into use on the Pacific coast.

After the tunnel victory was won Mr. Sutro sold out his stock for about a million dollars and left Nevada for San Francisco, where he gave his attention to real estate. He was unwavering in his belief in the future commercial greatness of the city and carried on his real-estate operations with the same daring in the face of adverse advice as had characterized his Sutro tunnel project. At that time the eastern end of Golden Gate park was beyond the western limits of the city streets but he began buying lands in the neighborhood of the park in the outside lands which were then aereage properties. He bought part of the San Miguel Rancho and lands in the vicinity comprising over one thousand acres, planting the sand dunes and sage-covered hills with trees. This property has grown into what is now the magnificent Sutro forest. The hill which faces Golden Gate park he called "Mount Parnassus." It has since been named in his honor, "Mount Sutro." He introduced the Bermuda or bent grass into California which is now used all over the coast for holding the sand dunes. He bought the land on which now stands the Cliff House, the Sutro Baths and the Sutro Gardens, known as Sutro Heights, and many acres in their vicinity fronting on the ocean. He



added and added thereto until his real-estate holdings amounted to one-tenth of the acreage of San Francisco city and county. He was laughed at for buying these barren sand hills and his immense holdings were referred to as "Sutro's Folly," but as the city grew and the cable lines were pushed westward his property began coming into the market as building lots and his harvest was a rich one. For his own residence he rehabilitated the old country house on Sutro Heights and laid out the grounds on the high bluff overlooking the ocean into magnificent gardens which he threw open to the public, and from that day to the present Sutro Heights has been one of the beauty spots of San Francisco. He entertained many schools and children there, and gave up the grounds on many occasions for charitable purposes. He was a generous supporter of the kindergartens. He was very fond of children and could entertain them by the hour with original and fantastic stories which he made up as he went along and to which he added in response to their demand for more. He also rebuilt the famous Cliff House and in 1885 began excavating the site for the construction of the enormous and magnificent Sutro Baths which, on completion, represented a cost of nearly a million dollars and are the most complete of the kind the world has ever seen. These baths have immense tanks of ever changing salt water of various temperatures. The manner of filling the Sutro Baths is extremely ingenious. Mr. Sutro blasted a basin out of the solid rock more than fifty feet in width and eighteen feet above low water mark. The ocean waves dash over the top and fill the basin and the water is then conducted from it to the tanks in Sutro Baths. The baths are surrounded by numberless dressing rooms and tiers of seats for thousands of spectators. Between the tiers were built grand staircases which were flanked by terraces of the rarest and most beautiful plants. Along the sides were arranged long galleries of paintings, sculptures, tapestries and cabinets containing Aztec, Mexican, North American, Egyptian, Syrian, Japanese, Chinese and other curios. A part was also devoted to a museum representing all the range of natural history. It contained specimens of animals from every clime, collections of birds, nests, eggs, fishes and shells, the whole being covered with a high and airy framework of steel and a rounded roof of tinted glass. Mr. Sutro imported from Europe copies of famous statues with which he adorned Sutro Heights at a time when few works of art existed in San Francisco. He also erected the Statue of Liberty on Mount Olympus and gave it with a plot of land one hundred feet square to the city.

At the time that these attractions were in the height of their popularity two of the city cable railways had steam road extensions to the ocean and on holidays carried thousands of people to the Cliff House, the Gardens and the Baths. A fare of twenty cents was charged for the round trip, much to the displeasure of Mr. Sutro, who contended for a single fare. The roads refused to grant this concession and in retaliation he fenced in the various attractions in the neighborhood of the Cliff House and charged an admittance fee to all those who came out over the railroads, with the result that the number of passengers carried by the railroads was reduced by seventy-five per cent. Mr. Sutro planned and partly built the Scenic Railroad skirting the Cliffs along the Golden Gate. He tried to introduce electric power to run the cars but after a thorough investigation of the subject in the United States and Europe found that this motive power could not yet be used practically. This was in 1883.

In the mayoralty campaign of 1894 there were four tickets in the field and Mr. Sutro was chosen to head the populist ticket. His candidacy at the head of this ticket was considered rather in the light of a joke, but he entered into the campaign with the same vigor which had characterized his leadership in other "forlorn hopes" and, making his fight against the railroads the keynote of his campaign, soon forced the opposition to realize that he was to be seriously reckoned with. At the last moment the railroads, in an effort to cripple him, reduced the fare from the bay to the ocean to five cents, but regardless of this Mr. Sutro was elected by a majority of all the votes cast. During his term of office he waged a war against the corporate interests of the city, especially against the street railways. At the expiration of his term in 1897 he withdrew altogether from public affairs and devoted his time to his personal interests, which had fallen into a rather chaotic condition. The strain, however, had been too much for even his robust constitution. He became ill and died a year and a half after his retirement from office. Mr. Sutro was a handsome man, of striking personal appearance. He had a magnetic personality. He was a brilliant conversationalist and what he said was not only interesting but instructive as well. He had a scientific mind and great mechanical ingenuity. He spoke French, German and English fluently and had a speaking knowledge of several other modern languages.

It was not alone during his mayoralty service that Mr. Sutro was able to accomplish much for the public welfare. In Nevada he started a new party, the independent, in 1874. The platform and resolutions of the independent convention, held at Carson, September 3, 1874,

have become the watchword of every honest party throughout the land and are the principals that the people are fighting for today to regain their share of the government. In this way he acted as a pioneer in clearing the road for the greatest campaign of modern times—a campaign against the corruption of government by corporate powers and for “equal justice to all.” It was also while he was in Nevada that he irrigated the desert land with water from the tunnel and caused trees, plants and vegetable gardens to grow in this previously arid ground. This was the forerunner of the great government irrigation reclamation scheme which has since been carried out in Nevada and elsewhere. In his fight against the bank ring he commenced the anti-graft fight, which has grown into a national struggle. San Francisco as well as the state is directly indebted to him in many ways. He helped in the building of the great highway and the speed track. He gave the trees which were planted on Goat island and advocated Arbor Day. He fought the Spring Valley Water Company and helped protect the purity of the water supply by starting the removal of the hog and dairy ranches and so preventing the sewage from them getting into it. He was instrumental in having the Seal Rock law passed, thus saving one of the sights of San Francisco. He advocated removing Golden Gate cemetery and turning it into a park. He started the movement for a boulevard from Fort Mason along the coast line to the Presidio, then through it along the shorelands of the Golden Gate to the Cliff House and park. He was the original projector of the Twin Peaks tunnel. He started, carried on and eventually was the chief factor in winning the anti-funding fight against the Central Pacific Railroad and the Union Pacific Railroad, thus saving for the people, it is said, upwards of one hundred million dollars.

In 1855 Mr. Sutro was married to Miss Leah Harris, who died in 1893, leaving six children: Emma Laura, the wife of Dr. George W. Merritt; Rosa Victoria, the wife of Albert Morbio; Kate, the wife of Professor Moritz Nussbaum; Charles Walter; Edgar Emanuel; and Clara Angelina, the wife of William J. English. The death of Mr. Sutro occurred August 8, 1898. What he did for San Francisco cannot be overestimated. He called to the city the attention of the world. Every tourist to the coast is familiar with the Cliff House, the Sutro Baths, the Sutro Gardens and other attractions which he instituted. The original Cliff House was destroyed by fire in 1894 and was replaced by the magnificent structure which marked the site until September 7, 1907, when it also was



burned to the ground. This in turn has been replaced by the present building. Another of his projects which worked untold good for this city as well as to advance his private interests was the building of the Sutro Railroad which, primarily planned for the development of his real-estate holdings, gave him, through independent connections, a line from the ferry to the seashore.

Mr. Sutro collected one of the finest libraries in the city which at the time of his death was the fourth largest and most valuable in the United States, either private or public. As a nucleus for this library he visited Europe and purchased the most valuable works of the Sunderland or Blenheim library, of the libraries of the Duke of Hamilton, of the monastery of Buxheim and of the Duke of Dahlberg, which were sold at auction at that time. From the Royal State Library at Munich, which had absorbed the collections of the confiscated monasteries of Bavaria, he bought more than four thousand incunabula, probably the best collection in existence. The library also contained a rare lot of works on the Mexican war of independence, twenty-three hundred Japanese manuscripts, rare collections in Semitic philology and thousands of volumes of scientific and technical character—a total collection of more than two hundred thousand volumes. A very valuable portion of this library was destroyed in the disaster of 1906.

Mr. Sutro was a very charitable man, giving to all worthy causes, his largest single donation being thirteen acres within the city limits for a site for the Affiliated College of the University of California. He was a great friend of the working man and a champion of their rights. There was no one too humble or lowly to claim his considerate attention. He gave temporary work to many needy persons, and he was very much beloved by all of his employes. Mr. Sutro was an earnest advocate of woman's suffrage. The life record of Adolph Sutro needs no comment. He possessed initiative far beyond that of the great majority; his insight enabled him to see where others saw not; his ability to coordinate forces enabled him to plan and perform where others believed that no opportunity existed. His indomitable energy carried him steadily forward and his purposes found their justification in the splendid results which he accomplished. The world and San Francisco in particular owe to him a debt of gratitude which can never be repaid. He was a man bigger than his age, infinitely bigger than his critics, but in the perspective of the years he will stand out as one of the most eminent of those who have figured in California's development.



In conclusion we append a joint resolution passed by the senate, the assembly concurring, eulogizing the great work done by Mr. Sutro in building the Sutro tunnel, as follows:

Senate Joint and Concurrent Resolution

No. 9

INTRODUCED BY SENATOR TANNAHILL

March 6, 1913.

Rules suspended, reading so far had considered first reading, rules further suspended, read second time by title, and referred to Committee on Mines and Mining.

SENATE JOINT AND CONCURRENT RESOLUTION

RELATING TO THE BUILDING OF THE SUTRO TUNNEL

Whereas, In the early history of Nevada, Adolph Sutro, who came to the State almost penniless, and by his indomitable perseverance and pluck constructed a tunnel which enabled the great Comstock Lode to be worked to a greater depth and is today recognized as the salvation of the ledge; therefore, be it

RESOLVED BY THE SENATE, THE ASSEMBLY CONCURRING, that the true merits of this stupendous undertaking, which added millions to the wealth of this coast, and has been everywhere recognized as one of the great engineering feats of the century, should be recognized and acknowledged officially by the people of this State. Carried on as it was in the face of the most determined opposition, hampered by natural and financial difficulties, the subject of malignant and unjust attack, the final triumph of the undertaking which enabled the Comstock to be worked at an additional depth of sixteen hundred feet, demonstrated that Adolph Sutro was a man of extraordinary genius and ability, and one of whom the citizens of Nevada should feel justly proud; be it further

RESOLVED, That the thanks of the people of the State be tendered through its Senate and Assembly to the late Adolph Sutro for the eminent services to the Commonwealth, as a deserved, though tardy tribute to his memory; be it further

RESOLVED, That these resolutions be spread upon the minutes of both houses and engrossed copies sent to his surviving heirs.





*William Watson*



*William H. [unclear]*



## William Matson



THE blood of the old Vikings runs in the veins of some of the best known men in this great republic—men who are represented in all lines of human endeavor. In the career of William Matson, head of the great ocean transportation company which bears his name, director of the destinies of several other large enterprises and consul for Sweden on the Pacific coast, are exemplified those traits of indomitable energy and persistence, keen business ability and unimpeachable integrity which are typical of the Scandinavian nations, and which make not only for their own commercial progress and prosperity, but the progress and prosperity of their adopted land as well. And besides contributing a powerful influence toward the commercial and industrial growth of San Francisco, wherein almost all of his activities have been centered, Captain Matson is entitled to a large meed of credit for his deep and unselfish interest in the betterment of the city in ways that are not measured in dollars and cents; for his participation in civic and promotional movements that have made San Francisco the “metropolis of the Pacific Coast.”

And it must not be forgotten that this great career of achievement has been wrought from a most humble beginning—the sailor before the mast has become a captain of industry, and entirely through the utilization of those innate talents, coupled with the vigor and unconquerable ambition with which he was by nature endowed. In such a life and career, the rising generation may well find the inspiration for like accomplishment, for they carry the powerful lesson that we are just what we make ourselves—no more, and no less.

The birth of William Matson occurred at Lysekil, Sweden, October 18, 1849, coincident, almost, with the great gold discovery that made California the mecca of all nations of the world and the center of the greatest development the world has ever seen. The advantages of a public-school education were his only until he was fourteen years of age, although in the meantime he had spent a year at sea, at the age of ten years. In 1863, he sailed away from his native land on the *Aurora*, a Nova Scotia vessel, for New York. He stayed in the eastern metropolis but a short time, and then took passage on the *Bridgewater* for San Francisco, coming by way of Cape Horn, with

all its attendant perils, which have provided the theme of so many famous stories of the sea. The year 1867 chronicles his arrival in this city, where he secured a berth on the old John J. and took a trip to Puget Sound and other northern ports. He was then transferred to the bark Oakland, and made another trip to the sound. On returning to San Francisco, he shipped on the schooner William Frederick, plying on San Francisco bay, and at the end of two years he had become captain of this vessel, which was engaged chiefly in carrying coal from Mount Diablo for the Spreckels sugar refinery, which was then situated at Eighth and Brannan streets. Later, he became captain of the schooner Mission Canal, which was used for the same purpose.

In 1882 Captain Matson began his shipbuilding operations with the building of the Emma Claudina, to run to the Sandwich islands, and from this small beginning grew the present great Matson Navigation Company. With the Emma Claudina he began carrying merchandise, especially plantation stores, to the islands and returning with cargoes of sugar. This led to the expansion of interests at both ends of the line, keeping pace with the development of the country in a commercial way, with which Captain Matson was always in close touch. Indeed, much of his success may be attributed to his ability to interpret commercial conditions and exercise keen business judgment in making his operations conform to ever-changing conditions.

After three years he sold the Emma Claudina and built the brig Lurline for the same trade. Soon he had three vessels plying this route, and to these he added constantly, usually replacing wood and sail with iron and steam. His flotilla was successively increased by the Santiago, Roderick Dhu, Falls of Clyde, Chilcott and Monterey, all iron vessels, and later the steamers Hilonian, Enterprise and Rosecrans. The latter is famous for having been utilized by the United States government in the Spanish-American war, afterward becoming an oil carrier. To all of the foregoing have been added in recent years the Lurline, Hyades and Wilhelmina, all steamers of about nine thousand tons and engaged extensively in the Hawaiian Islands and South Sea Islands trade, carrying both passengers and freight.

Captain Matson's career also is associated closely with the development of the oil industry. In fact, he may be called a pioneer in the transportation of oil by ship. Following the discovery of oil in the southern fields, he converted some of his sailing vessels into oil carriers, the first on the Pacific coast, and at the same time he became heavily interested, personally, in the business. In association with

William H. Crocker, William Irwin and John A. Buck, he built the pipe-line from Gaviota to the Santa Maria oil fields, a distance of forty-five miles, and then constructed an additional one hundred and twelve miles from Coalinga to Monterey. After several years, he sold his oil interests to the Associated Oil Company, a subsidiary of the Southern Pacific Company, but a few years ago he again entered the field and eventually became more heavily interested in the industry than before. His personal holdings and those of companies in which he is a stockholder now dot the various fields of Kern and other counties. Although he still gives most of his personal attention to the affairs of the Matson Navigation Company, he also is active in the business of the various other commercial and financial enterprises with which he is connected. He is president of the Honolulu Consolidated Oil Company, president of the Commercial Petroleum Company, president of the Atlas Wonder Mining Company, president of the Wonder Water Company and a director of the National Ice Company, the Honolulu Plantation Company, the Paauhau Sugar Plantation Company, and many others. Added to all these duties, he is consul for Sweden, his jurisdiction being the states of California, Oregon, Washington, Idaho, Utah, Nevada, Arizona and the territory of Alaska.

The wonderful capacity of Captain Matson for work as well as his most commendable interest in the commercial and civic development of San Francisco and the Bay country, is illustrated in his active connection with the San Francisco Chamber of Commerce, of which he has been president, and with the Merchants' Exchange, in which he was a director before it was absorbed by the Chamber of Commerce. The demands upon any who are unselfish enough to give their time to the work of a Chamber of Commerce are exceedingly heavy, yet Captain Matson was noted for his untiring energy and willingness to participate in the various movements inaugurated by the Chamber, rendering exceedingly valuable service, not only by virtue of his high position in the commercial world, but his individual ability along promotional lines. He has realized, as few others may be said to have realized, the importance of such an organization to a city like San Francisco and he has counted neither cost nor trouble in assisting in that work.

Captain Matson's exceptional vigor and ability to do so much hard work may be due in large measure to his fondness for the outdoor life, as well as the robust constitution which was his by right of birth and which was hardened by his years before the mast. His chief recreation in later years has been horseback riding and automobiling, and in the utilization of the motor car it is known that no journey has



William Watson

been too arduous for him to undertake. He has retained, however, his love for fine horses and in times past has owned several fast, high-bred animals.

He is popular in club life, and is affiliated with the Pacific Union, Bohemian and Commonwealth clubs. He has never taken an extensive interest in politics, beyond that of the good citizen and voter, who thinks for himself, and who cares more for the triumph of principle than of party. San Francisco honors him as one of her foremost citizens, whose efforts toward her upbuilding have been untiring and effective. Personally, he is a broad and liberal-minded man, generous in thought, considerate in spirit and kindly in action; and association with him means expansion and elevation.









James M. Law



*Wm. H. Smith*

## James Phelan



THE career of James Phelan can best be summarized in the phrase: "He was one of the builders of San Francisco." As one of its first merchants he realized what the city's future would be, and the possibilities for the exercise of constructive principles in business. Although interested in many enterprises having their headquarters in this city and their operations in other places, his principal activities were confined to the city of his adoption. No name in San Francisco's galaxy of pioneers is more greatly honored than that of James Phelan.

Born at Grantstown, County Queens, Ireland, in 1821 he was only six years of age when he was brought to America by his parents. The family resided in New York city, where James Phelan acquired his education in the public schools. He essentially was a self-made man, however, for his material success dated entirely from the time he left the parental home. Beginning as a clerk in a store, and saving his money, he went first into business in New York, then in Philadelphia and finally in New Orleans, amassing a tidy fortune for those days.

The year 1849 brought the news of the discovery of gold in California, and among the thousands whom it attracted to the golden west was James Phelan. However, it was not toward mining that he was bent, but he shrewdly guessed that the rush to the gold fields and subsequent demands for merchandise of all sorts would create a market that would be as lucrative, if not more so, than digging for the precious metal. He therefore loaded three ships with merchandise, destined for the port of San Francisco, and himself took passage on the schooner *El Dorado*, to go by way of the Isthmus of Panama. The perils of that route were as great as the two across the plains, or the ocean way around the Horn. At Chagres, Mr. Phelan was seized with the terrible Panama fever. This delayed him for a time, but his indomitable energy and splendid constitution brought about complete recovery, and he continued on to San Francisco in August, 1849, on the steamship "Panama." There he learned that one of his ships had been wrecked and the entire cargo lost. Undaunted by this misfortune, he took the cargoes of the other two vessels, and be-



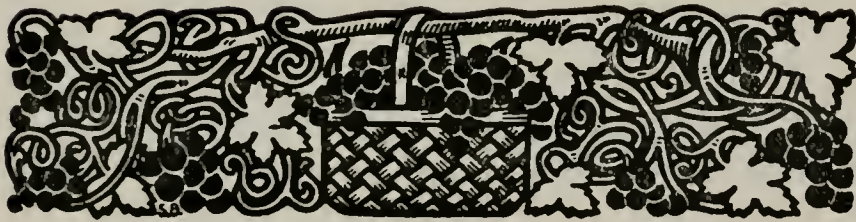
ginning with a capital of forty thousand dollars, he formed a partnership with his brother, which was known as J. & M. Phelan. Their success was immediate, but in 1851 they suffered a temporary reverse by the burning of their store in the great conflagration that nearly destroyed the embryo city. The store was at once rebuilt, however, and their prosperity continued until the name of Phelan became a business guarantee not only in the city but all over the state as well.

Then Mr. Phelan began to branch out and acquire interests in other enterprises. Foreseeing the increase in real-estate values in San Francisco, he bought heavily, borrowing large sums in order to acquire land holdings which promised to grow rapidly in value. In 1858, his brother died, and he continued in business alone, dealing extensively in many lines of merchandise and increasing his connections with other affairs of trade and commerce. He was one of the first to ship California wheat, which for so many years was the state's principal agricultural product, to England, and his faith in the possibilities of that business was amply justified by the results. He retired from the wheat trade in 1869, at the same time giving up active participation in commercial affairs. He continued, however, to look after his extensive financial interests. He established the First National Bank of San Francisco and was its first president. This institution was capitalized at two million dollars. He founded the Mutual Savings Bank, and was one of the organizers of the American Contracting & Dredging Company, for the purpose of digging the Panama canal, and this enterprise netted over one thousand per cent. in four years. He became interested in real estate in other parts of the state and country, one of his eastern holdings being the Stevens House, on lower Broadway, New York. He built the original Phelan building, at Market and O'Farrell streets, and Grant avenue, in 1882, and this was one of the first of the city's large office buildings. It was destroyed in the great fire of 1906 and rebuilt by his son, James D. Phelan. The site of this building has been in the possession of the Phelan family since 1854.

Mr. Phelan's wonderful commercial success was due entirely to his careful adherence to those honest, upright methods which characterize the dealings of a man of integrity; and his keen foresight and close attention to details. No better judge of what constituted the material demands of the community ever lived, and none knew better how to meet them, in fairness to his patrons and at the same time at a profit to himself, than this merchant prince of the early days.

Mr. Phelan was married, May 12, 1859, to Alice, the eldest daughter of Jeremiah Kelly of Brooklyn, New York. They had three

children, two daughters and a son. Mr. Phelan died December 23, 1892, and the city and state lost one of the most famous of the pioneers, and a citizen whose life and deeds were a credit to the community.











*W. P. Kellett*



*W. S. Kellogg*

## James Duval Phelan



JAMES DUVAL PHELAN, former mayor of San Francisco, is the son of a California pioneer, who, in 1849 came with the gold rush to California, and soon entered a distinguished and successful career as a merchant and banker. He accumulated a large fortune, which, after liberally providing for charities, he bequeathed to his son and two daughters, who survived him. His capacity for business and his integrity made him a tower of strength in the young community, and his son also inherited the ancestral qualities in an eminent degree; but he has devoted himself more to public life and literary pursuits than to business, although as president of a bank and manager of his own extensive affairs, involving largely city and country property, he is a part of the commercial life of the metropolis of the west.

His father was of Irish birth,—a Queen's County man—and his mother who sprang from a distinguished family of Stradbally, Queen's County, Ireland, is of the line of the famous O'Moores of Liex; and whose ancestor, Colonel Mulhall (Mr. Phelan's mother's name was Jane Mulhall), won the cross of St. Louis—a valued family heirloom—in the French wars, when opportunity at home was denied his kin on account of the proscription practiced by the English.

The younger Phelan was born in San Francisco, April 20, 1861, and before he was ten years of age was taken abroad. The family later lived for several years in Brooklyn, New York, where James Phelan's business had called him. James D. resumed residence in San Francisco, and attended from his early boyhood St. Ignatius College, conducted by the Jesuit Fathers, and earned his degree of Bachelor of Arts in that institution in 1881, and the sister institution—Santa Clara University—later conferred upon him the degree of Doctor of Philosophy. He studied law, which he intended at one time to pursue, at the law school of the University of California under Professor John Norton Pomeroy, and to complete his education again went abroad for two years.

At college, he was noted for his proficiency in writing English prose and verse, and for his skill as a debater. Perhaps the most



noteworthy discussion during college days was on the public services of William E. Gladstone, when Mr. Gladstone was contending with the Irish question. Mr. Phelan's speech extolled the inherent democracy and the progressive policies of the great statesman, and because of the local disturbance it made among the Irish population, who had divided on the subject, Mr. Phelan printed his speech, which was an argument showing that Gladstone, having begun life as a "rising hope of the stern and unbending Tories," had afterward espoused liberalism, and took advanced grounds for the liberation of slaves, the relief of the Neapolitan people oppressed by King "Bomba" and favored the extension of the suffrage; hence he could be relied upon to solve the Irish question on just lines. Soon after that, Mr. Phelan, who, from the beginning, has supported popular aspirations everywhere, was fully vindicated by Gladstone coming out with his "History of an Idea," and his Home Rule bill. Gladstone, himself, in an autographed letter to Mr. Phelan, who was then an under-graduate, generously acknowledged the tribute which had been paid him in this speech.

In the debates in the law school, Mr. Phelan took a leading part. When abroad, subsequently, he wrote letters to the press, and articles for the magazines. His foreign articles deprecated the influence which Europe prejudicially exerted upon America, and he warned the people of the inroads, which too close an intercourse would make upon the simple life and democratic ideals which they still possess. His magazine contributions were to the North American Review, Review of Reviews, The Forum, Overland Monthly, Saturday Evening Post of Philadelphia, and such publications, treated of electoral corruption, which he described as "treason against liberty," Oriental immigration, in which he opposed the coming of Asiatic hordes, municipal government, civil service reform, currency reform and kindred topics. Mr. Phelan is frequently called on to deliver addresses, and a volume of his speeches was published after his retirement from the mayor's office, embracing such subjects as "Robert Emmet," "The Principles of Washington and the Destiny of the Republic," "Giuseppe Verdi," "Goethe and Schiller," "A welcome to President McKinley," "A Welcome to President Roosevelt," "Industrial Education," "The White Race and Oriental Immigration," "Valedictory Address to the Board of Supervisors," and other occasional addresses.

His first public service was when he was appointed on the staff of Governor Washington Bartlett as colonel and paymaster in the National Guard of California, and subsequently he served under General John T. Cutting on the brigade staff.



About this time, he was elected president of the Federation of Improvement Clubs of San Francisco, and a member of the Public Defense Society, organized to arrest corruption in public life. He at once became active in municipal affairs, and in September, 1896, was selected by the Mechanic's Institute to deliver an address at the opening of their industrial exhibition. He chose as his subject, "The New San Francisco," and the speech, which was widely circulated, attracted much attention and made clear his civic spirit, high ideals and practical statesmanship.

The following year, the Democratic Municipal Convention nominated him for mayor, and in November, 1897, he was elected for two years to the chief magistracy of his native city. Opposed to him in the election were C. L. Taylor, president of the Merchant's Exchange and chairman of the finance committee of the board of supervisors, and Joseph I. Diamond also a member of the board of supervisors. Mr. Phelan vigorously opposed the American Protective Association and insisted on religious toleration. His campaign also aroused the community to a realization of its destiny and created a demand for public improvements. He claimed that no progress was possible without a city charter. The city was existing under a collection of statutes passed by the legislature, known as the "Consolidation act," which gave important powers of appointment to the governor, and required that the board of supervisors be elected by wards. The cry was—"Home rule, fixed responsibility and civil service reform." Bossism had theretofore existed in its most virulent form, and Christopher Buckley, known as the "Blind white devil," Samuel Rainey, and Kelly and Crimmins had practically divided the government between them. Mayor Phelan, during his entire term of office, fought these influences with ultimate success. There was a hostile and corrupt ring in his board of supervisors, and his administration was at constant war with the powers of darkness. To show his mettle, for the violation of the law in the matter of fixing water rates, Superior Judge Wallace, on the authority of the state constitution, removed the entire board of supervisors, and Mayor Phelan appointed a new board, and drove the incumbents out of the city hall, where they had camped night and day for a period of several days, and installed the new members, who for several months gave the city splendid services; but the supreme court, suspected of political bias, later reversed Judge Wallace.

The Market Street railway and other companies were maintaining disused tracks on Market street and on Stockton street, and refused to remove them, and the mayor personally supervised their removal

and received much public commendation. In fixing the rates for gas, electric and water services, careful investigations and public hearings were made, and the people seemed to have for the first time in long years a representative in the city hall. But the greatest achievement of that first term was when the mayor appointed a committee of one hundred representing all political parties and all shades of opinion to draft an advisory charter. The constitution required that a board of fifteen freeholders be appointed to draft a charter, which, when approved by the people, should be confirmed by the legislature, and three attempts since the adoption of the constitution in 1879 had been made, without success, to formulate an organic law. Each time the people rejected it for some particular reason, and now it was the mayor's plan to have a large representative committee reconcile all differences in advance. "The charter convention," so formed, drafted a charter, and to give it legal effect, nominated a board of fifteen freeholders. The corrupt organization of the democratic party and the republican party nominated different sets of freeholders in opposition, but the charter convention won. Consequently, after waiting twenty years the people possessed what they long had sought. In the meantime, Mayor Phelan had been elected to a second term, in which he consistently carried out his policies and promoted a large bond issue for public improvements, and started the agitation for a municipal railroad and other public works.

In 1899 he was elected mayor for a third time, but now under the new charter, which conferred upon the chief magistrate the important task of inaugurating practically a new government, consisting of thirty-six commissioners, who, in turn, would control the education, fire, police, civil service, public works and health of the community. Subsequent mayors filled vacancies as they occurred, for the terms were limited, but it was the duty of Mayor Phelan to fill all places inaugurated by the new charter. It was considered at the time a most advanced instrument and the experiment was watched by other communities with great interest. Mayor Phelan filed claims at this time on the Tuolumne for a water supply in the Sierra Nevadas for San Francisco known as the "Hetch Hetchy," and was ably supported by a board of distinguished gentlemen, whom he appointed on the board of public works, including, George H. Mendell, U. S. A. retired; Marsden Manson, civil engineer; Jeremiah Mahony, builder and contractor and C. E. Grunsky, subsequently Panama Canal commissioner, who acted as city engineer. A board of supervisors was elected in harmony with Mayor Phelan's views, and much work was

accomplished for the benefit of the city in the several departments, and the civil service was put on a firm and scientific basis.

Unfortunately, at the close of his last administration, the teamster's strike, precipitated by the convention of the Epworth League, when the delivery of baggage taxed the resources of the express companies forced the employment of non-union men. The employers, who had formed an association, were obdurate, and refused to recognize the trade unions, as such, but insisted on dealing with individuals. Mayor Phelan acted as intermediary and tried to bring about a peaceful solution, but the strike led into acts of violence, and he then declared that it was his first duty, although sympathetic with the claims of the workers and pleading their case to preserve order. Order was preserved. At the same time the mayor said that in a republic there was no excuse for violence, because the men could effect reforms through legislation. The working men resorted then to the ballot, and in their unprepared state fell unfortunately into the trap of Abraham Ruef, a corrupt boss, who imposed a venal administration upon the city in the name of "labor." After four years, of civic paralysis and humiliation, war was waged against corruption in office, and Mr. Phelan, with Rudolph Spreckels, Francis J. Heney, Fremont Older and William J. Burns composed a group bent on punishing crime and redeeming the government. He used only the same methods which he had pointed out to the working men—the orderly process of the law. He stoutly maintained his confidence in the maxim of the law—"wherever there is a wrong, there is a remedy" and deprecated violence.

In those exciting days, it was necessary to possess clear judgment and cool courage, which were employed by these men in the public behalf. Dynamite plots were concocted against the leaders in the movement. Attorney Heney, during the trial of Abraham Ruef, was shot through the head and believing that he was about to die, a public meeting was held at the largest auditorium in the city in order to allay public excitement and to fix responsibility. The leaders of the prosecution pledged themselves that they would confine their activity absolutely to legal channels and the courts would be expected to do their duty. Mr. Phelan made a speech on this occasion, in which he counseled such a course, and did everything to reassure and calm the people, who, with slight encouragement, would have wreaked vengeance upon the men who had dishonored the city and who had used barbarous weapons in their warfare. Lawful methods prevailed. Ruef was convicted and because many of the "higher ups," equally guilty, had escaped on technicalities, the constitution



of the state was amended, instructing the courts as to the proper interpretation of the criminal law. A reform municipal government was elected, and the good work thus inaugurated resulted in giving the city a tranquil, progressive and honest administration ever since. He declined the mayor's office on the ground that he was active in the prosecution and Mayor E. R. Taylor was selected.

But at about the same time Mayor Phelan was engaged in constructive work as well as curative. On the day of the disaster, which visited the city on April 18, 1906, he was chosen a member of the committee of fifty, and later when that committee adjourned, a member of the committee of forty on reconstruction. He was chosen by the committee of fifty as chairman of the finance committee. President Roosevelt, in his proclamation, directed that all funds from various parts of the country, be sent to Mr. Phelan, and the finance committee and the local Red Cross Society were incorporated, and Mr. Phelan became president of the corporation. The work of relief extended over a period of more than two years, during which time many train loads of supplies and about ten million dollars in contributions were handled. During this period bread stations, temporary houses, reorganization and rehabilitation of charitable institutions and hospitals, eating houses, confidential relief agencies, the erection of a permanent relief home were all established or accomplished, and the work received the approval of the president,—the American Red Cross and the general public.

The fire destroyed Mr. Phelan's own property throughout the city—literally no stone remaining upon a stone,—and he had, during all this disquieting time to join the community in its own rehabilitation, erected the Phelan building, which has a frontage of three hundred and twenty-eight feet on Market street, is eleven stories high, and contains over six hundred offices the largest Class "A" office building erected in San Francisco after the fire. He also constructed six or seven other buildings, and his enterprise gave encouragement to those who had questioned the future of San Francisco—something of which he never had a doubt. In the "Review of Reviews," he contributed an article in June, 1906, which struck the keynote of San Francisco's marvelous recovery. He said that the business of San Francisco remained, and that all that it required was rehousing; that the fire did not affect the resources of the state, nor the harbor at its doors, and that San Francisco owed its greatness to the fertility of the land and the convenience of the sea. So, surely enough, as soon as the houses were rebuilt the population returned and business resumed its accustomed channels.



Mr. Phelan went to New York to finance his enterprises, and was given columns of space in all the metropolitan papers, in which he preached the doctrine of the new San Francisco. He showed that San Francisco was a necessary city, and therefore it could not be destroyed; that it was the chief port of the United States on the greatest of the world's oceans, and would so remain forever; and in his Fourth of July address at Golden Gate Park, in July, 1906, shortly after the catastrophe, he made the same prediction. His confidence in the future of his native city was not misplaced. As if in commemoration of the happy consummation of his predictions, he presented to the Golden Gate Park a heroic bronze statue, designed by Douglas Tilden of Junipero Serra, the founder of the California missions. Mayor Phelan said, speaking of this occasion, that it was a fitting memorial, because the Mission Dolores, founded in 1776 in San Francisco by Father Serra resisted both the shock of the earthquake and the ravages of the flames. But this was not the first monument that Mayor Phelan had presented to San Francisco. In 1898 he presented to the city the beautiful Native Sons monument, dedicated to that order, now standing at Mason and Market streets to commemorate the admission of the State of California into the Union. He personally presented, after his last election to the mayoralty, a branch public library on Fourth street, which was destroyed by the fire. Remarkable to relate, no monument proper, suffered either by fire or earthquake and they stand intact today.

He was chairman of the committee after the Spanish-American war, which erected the monument in Union square in commemoration of Admiral Dewey's victory in Manila bay, and it was during his incumbency as mayor that the vast army departed and arrived in San Francisco, where the officers and troops were received by him and his committees with patriotic enthusiasm and California hospitality. The citizens raised a fund of seventy thousand dollars for this purpose, and the committee, of which Mr. Phelan was also chairman, erected a monument to the California volunteers, located at Van Ness and Market streets. The executors of the Donohue estate, fearing the responsibility of dealing directly with a sculptor, gave Mr. Phelan the contract to erect the Mechanics monument, the gift of James Mervyn Donohue, at Market and Battery streets; and it was Mr. Phelan, who offered as a prize Tilden's famous monument of the baseball players, which now adorns the campus of the University of California. Mr. Phelan has been long identified with the San Francisco Institute of Art, of which he served as president, and with the Bohemian Club, of which, for three terms, he has been

president, and hence his interest in art and in the adornment of public places. He has offered prizes for competition in painting, and Matthews' canvas now in the Art Association, depicting the discovery of San Francisco bay, was the result of such a competition, and he presented Jules Pages' masterpiece to the Park Museum.

He belongs to many literary and social organizations, such as the Chit-Chat, Sequoia, Commonwealth, Pacific-Union, Bohemian, University, Olympic and Press Clubs of San Francisco; McCloud, Burlingame, San Francisco Golf, Claremont, Sainte Claire and San Jose Country Clubs; to the Merchants Exchange and Chamber of Commerce; and to the Metropolitan Club, of New York, and Metropolitan Club of Washington, D. C.

For fifteen years he has been a member of the board of library trustees of San Francisco, and has served as a member of the park commissioners and the board of regents of the University of California.

Governor Markham appointed him in 1892 for the fourth congressional district one of five commissioners to the World's Fair at Chicago, whose duty it was to erect a building and maintain an exhibit of California products under an appropriation of the legislature of three hundred thousand dollars. Mr. Phelan was elected vice president of the commission, and was active in its management. The commission returned thirty thousand dollars to the state treasury after erecting the best state building on the grounds, and upholding California's prestige in every department. He was also one of the largest contributors to the Midwinter Fair at San Francisco in 1894, and delivered the dedication oration on the opening day.

In 1900 the legislature conferred upon him the honor of the minority vote for United States senator. Governor Gage appointed Mayor Phelan as one of a committee of three to represent the state in Washington, D. C. in advocacy of the reenactment of the Chinese Exclusion law, when the Geary act was about to expire, and the mission was successfully accomplished. Mayor Taylor, and subsequently Mayor Rolph appointed Mr. Phelan on two different occasions on a commission to visit Washington, D. C. in the interests of the San Francisco water supply.

Mr. Phelan served as chairman of the committee for the reception of the American battleship fleet, which doubled the Horn in 1907 and arrived in San Francisco bay in May of that year. The citizens raised a fund of seventy thousand dollars for the entertainment of the officers and men, which did great honor to the city just rising from the ashes, and in August, 1906, Mr. Phelan also presided

over a committee which remitted, by subscription, twenty thousand dollars to the victims of the Chilian earthquake after the people of San Francisco had voluntarily given four hundred and thirteen thousand dollars to the relief committee for the sufferers at home.

On account of a bereavement in his family in the spring of 1912, he was compelled to decline the appointment by President Charles C. Moore of the Panama-Pacific Exposition and President William H. Taft, to a membership on the commission, which visited the European courts in the interests of the foreign participation in the fair.

Mr. Phelan was president of the Adornment and Improvement Association of San Francisco, which procured the Burnham plans for the city. These plans were prepared just before the fire of 1906, and suggested the idea of a civic center, which, on substantially the same lines, is now being created.

Mr. Phelan is a member by inheritance of the Society of California Pioneers, which consists of the men of '49 and their descendants, and is also a member of the Native Sons of the Golden West, and is president of their hall association. In 1912 the association erected the monumental Native Sons hall on Mason street without incurring a debt.

Outside of the care of his own property, he may be regarded as a banker, for he is president of the Mutual Savings Bank of San Francisco, and a director in the First National Bank of San Francisco, First Federal Trust Company of San Francisco, the First National Bank of San Jose, the California-Pacific Title & Trust Company, and in several real-estate corporations engaged in the development of city and country property.

From his early manhood he was trained in affairs, because his father, designing him for a business career, had made him a partner in the firm of James Phelan, and he was enabled to relieve his father of much care and worry in his declining years. But his tastes leaned strongly toward public service, and he seemed never to be so well employed and contented as when doing "the unpaid work of society."

In the year of 1912 he made a vigorous campaign in the primary and for the subsequent election of Woodrow Wilson for president, believing him to be a progressive democrat, equal to the emergency of saving the country from the evils which beset and threatened it. During the campaign he made many public addresses throughout the state and was an active leader in the reorganization of his party, which had drifted into reactionary hands.

He is unmarried and lives with his sister, Miss Mary Louise



James Duval Phelan

Phelan, at No. 1840 California street. His attractive office, more like a library, is in his own building, where he has, since the fire, made a large collection of books, principally on California history; and his devotion to his native state has been further expressed by the construction of a beautiful country place in the Saratoga foothills of Santa Clara county, in memory of the "first Californian," who had dreamed of the promised land he was never fated to enter,—Ordonez de Montalvo.

It was in Montalvo's romance "Las Sergas de Esplandian" that California was mentioned for the first time as a land of unearthly beauty and of fabulous wealth. Mr. Phelan has inscribed this tablet in the Spanish patio of his villa:

KNOW  
 Ordonez de Montalvo's  
 Fame.  
 Did he not see,  
 In fantasy,  
 Our California grow  
 Out of old Spain;  
 Conferred her name;  
 Foretold  
 Her gold,—  
 A Paradise  
 For Eager Eyes;  
 His dream came true  
 For me and you.







*P. Haeberly*



*J. K. Hall*

## Patrick Calhoun



POWERFUL and forceful individuality, supplemented by natural ability, a mind capable of grasping details and of comprehending intricate business situations, a spirit of initiative and a power of coordinating forces in the development of new, extensive and profitable enterprises have made Patrick Calhoun one of the foremost financiers of this country and a central figure in street railway circles. He is president of the United Railroads of San Francisco and in this relation has wrought along the lines of large undertakings until he has attained a high and honored place. He was born in Fort Hill, Pendleton district, South Carolina, March 21, 1856, and is a son of Andrew Pickens and Margaret Maria (Green) Calhoun, the former the youngest son of John Caldwell Calhoun, vice president of the United States from 1825 to 1829 and the second largest cotton planter in the southern states at the time of the outbreak of the Civil war. His wife was a daughter of General Duff Green, who commanded a regiment in the War of 1812. She was a descendant on the maternal side of Mildred Washington, aunt and godmother of George Washington. Thus it may be seen that Patrick Calhoun comes of distinguished and honorable ancestry, his forbears having been prominent in the political arena and business affairs of the country for many generations. He himself is a worthy representative of his line—a man loyal in citizenship, progressive and able in business and faithful to every responsibility and obligation which devolves upon him.

The result of the Civil war and the death of Andrew Pickens Calhoun left the Calhoun family practically penniless. Patrick Calhoun was at that time a mere child and he began his elementary studies at home under his mother's supervision. He made rapid strides in all branches and when, in 1871, the family removed to Dalton, Georgia, he found himself fully equipped to enter Norwood high school. Here also he advanced rapidly in his studies and after his graduation took up the study of law at home, having early determined to concentrate his attention upon this profession. In 1875 he passed the required examinations and was admitted to the bar of Georgia. He then went



to St. Louis, was admitted to the bar of Missouri, and opened an office there for the practice of his profession. He soon became prominent and widely known, for his talents were of an unusual order and naturally carried him forward into important relations with the professional life of the city. In addition to the prominence which Mr. Calhoun won as a member of the Missouri bar, he also became known as a leading factor in political circles. An ardent democrat, eager to do all in his power to advance the interests of the party, he became one of the organizers of the Young Men's Democratic Association of St. Louis and in the presidential campaign of 1876 "stumped" the state for Samuel J. Tilden. On account of overstudy his health broke down and after a rest of about eight months he removed in 1878 to Atlanta, Georgia, and resumed the practice of law which he continued in that city until 1896. Here also his ability brought him into prominence, this time in the field of railroad law, and he became active in the consolidation of the principal southern railroad systems, acting as chief counsel for the Central Railroad of Georgia, the Richmond & Danville line, the Richmond & West Point Railway and the Warehouse Company. During the years 1889 to 1892 he effected a consolidation which was the nucleus of the present Southern Railway system and since that time has devoted his energies to work along this and affiliated lines. He has consolidated and developed street railway systems in various important cities of the United States, including Pittsburg, Pennsylvania; Baltimore, Maryland; St. Louis, Missouri; and San Francisco. He is a director in the Pittsburg Railway Company, the United Traction Company of Pittsburg and is president of the United Railroads of San Francisco. He is a director of the United Railways Investment Company and of a member of other corporations. As the years have passed his efforts have been extended to other fields and he has large real-estate interests in Cleveland, Ohio, and has interests in South Carolina, in Georgia and in Texas. His activities have been of constantly broadening scope and in all of his enterprises he has met with unusual and conspicuous success, because he has never feared to venture where favoring opportunity led the way. He is today numbered among the most prominent lawyers of the city, honored by the profession by reason of his ability and his close conformity to a high standard of professional ethics. He is an eloquent and forceful public speaker, employing the figures of rhetoric and wit and humor to enforce his utterances and drawing for illustration or fact upon his comprehensive fund of knowledge that has come to him through his omnivorous reading. He is well informed on a wide variety of subjects. He has been a student throughout

his life and possesses a very retentive memory. He is also an expert accountant, displaying real genius with figures.

In 1885 Mr. Calhoun was united in marriage to Miss Sarah Porter Williams, a daughter of George W. Williams, of Charleston, South Carolina, and they became the parents of eight children, four sons and four daughters. The family are well known in social circles of San Francisco, Cleveland, New York city, Atlanta and Charleston. Mr. Calhoun stands among the distinctively successful men of the United States. He has ever displayed an aptitude for successful management of enterprises of great magnitude and possesses marked ability in coordinating forces and handling the intricate affairs of modern business life. His methods have always been of a constructive character and his business interests have never sacrificed the rights and privileges of others. He has built along legitimate lines and the various extensive and important enterprises which he has fostered and promoted have constituted an element of substantial worth in the communities where they are located.











*Norman Mully-*



Thornell Mullahey

## Thornwell Mullally



**HORNWELL MULLALLY** quickly became an important factor in the rebuilding and development of this great western metropolis by reason of his important services to the city immediately following the great fire of 1906, as acting head of the city's street railways system. As director of the destinies of a great corporation, whose problems are so different and so much more serious, even now, than any like company in the country, he really has achieved wonders in the matter of quick and satisfactory service for the street car-riding public, while as an active worker for the Exposition of 1915 he also has performed valuable service.

Mr. Mullally was born at Columbia, South Carolina, the son of Rev. Dr. Francis P. and Elizabeth K. (Adger) Mullally. His father, a native of Ireland, was a well known Presbyterian clergyman and his mother was a representative of one of the fine old southern families. Their son was educated in Adger College, South Carolina, the University of South Carolina, the Hopkins Grammar School at New Haven, Connecticut, and graduated from Yale University in 1892. While at Yale, he was a member of the Scroll and Key senior society, an editor of the Yale Literary Magazine, represented Yale in the debate against Harvard in 1892 and was awarded the Thomas Glasby Waterman prize for scholarship, which was given not only for high scholarship, but in recognition of ability and character. It is the greatest honor conferred by the faculty. He next attended the New York and University of Virginia Law Schools, after which he was admitted to the bar in New York city and became a member of the firm of Atterbury & Mullally.

As a lawyer, Mr. Mullally met with marked success, and his ability brought to him a representative clientele. He attracted the attention of the syndicate headed by Patrick Calhoun, which had secured most of the street railways of this city, under the corporate title of the United Railroads, and shortly before this city was visited by the catastrophe in April, 1906, Mr. Calhoun engaged his services and sent him here as his representative, to take charge of the administration of the corporation's lines. As an earlier biographer has said: "As a record of achievement, both during and immediately following the earthquake



and fire of April 18, 1906, the work of the United Railroads, as represented by its acting head, Thornwell Mullally, is unique in the annals of industrial accomplishment. From the first moment of realization of what was happening, he was the personification of courage, energy and decision. Almost immediately he recognized the immense responsibility resting upon him, and through all the confusion and obstruction of the days that followed, he was obsessed with the sense of his duty to restore the transportation of the city of San Francisco."

As a member of the Committee of Fifty, appointed to assist the mayor in preserving law and order in the stricken city, Mr. Mullally rendered valuable service. He made patrolmen of many of his uniformed employes, aided materially in the removal of debris, prevented the destruction of some of the company's powerhouses by fire or dynamite and pushed the work of repair and reconstruction so rapidly that even on the day after the catastrophe it was possible to resume service in a small way, and then, after ceasing for two days on account of the fire, to run the first car on Saturday, April 21, the third day after the first shock. He carried people free of charge for days after the disaster, and assisted in the transportation of supplies and materials for repair and rebuilding, bringing in the first lot of food supplies to reach the city. Of the service rendered by his company, General Greely said: "Considering the difficulties encountered, the most remarkable accomplishment of reconstruction and re-establishment of car service known in street railway history was here exemplified by the United Railroads of San Francisco."

Even the bitterest enemies of the corporation—and street railway corporations will always have their adverse critics, who know comparatively little about the problems connected with the business—admit that the property is wisely and capably administered. On most of its lines, the company uses a better quality of rolling stock and renders faster and more frequent service than most systems in the country. And because San Francisco's urban transportation problems are different and greater than in almost any other city in the country, the quality of the service is exceedingly high in comparison.

Aside from his services as the head of a great traction system, Mr. Mullally has taken a leading part in the promotion of the Panama Pacific International Exposition, being active in securing federal recognition of San Francisco's right to hold the fair, and since that time acting as a member of various committees. He is a member of the Bar Association of New York, the University Club of New York, and of the Pacific-Union, Bohemian, Family and University Clubs of San Francisco.





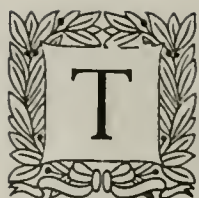


*Henry T. Feell*



*John T. ...*

## Henry Tiffany Scott



THE list of enterprises with which Henry Tiffany Scott is connected is a long one. His well directed activity has gained for him rank among the capitalists of San Francisco and he is now financially interested in many of the most important projects upon the Pacific coast, many of which have to do not alone with this city but with the entire state. He was born at Hebron Mills, near Baltimore, September 8, 1846, a son of John and Elizabeth (Lettig) Scott. The former was a minister of the Society of Friends or Quakers and at the time of the Civil war was a staunch advocate of the Union. Abraham and Elizabeth Scott, great-grandparents of Henry T. Scott, came to America from Cumberland, England, in 1722, bringing a certificate of good standing in the English Society of Friends. They purchased a tract of land, known as "Old Regulation" in Maryland, from Lord Baltimore in 1723 and established there a grist mill, a fulling mill, a tan yard and a store. The old Scott home is still in possession of the family. The mills gave to the place the name of Hebron Mills and it was there that Henry T. Scott was educated, attending the public schools until he entered Milton Academy where he studied under John Emerson Lamb.

After leaving school he worked on a farm for a time and then turned his attention to mercantile interests in Baltimore. Attracted by the opportunities of the west he came to San Francisco in 1867 and secured employment as time keeper with the Union Iron Works. He was advanced through various positions until 1875, when he became a member of the firm of Prescott, Scott & Company, which sold out in 1883 to the Union Iron Works, which was then incorporated with Mr. Scott as first vice president. Two years later he became president and as such continued until the business passed out of control of the old company. Under the direction of the Scotts the Union Iron Works grew from the small concern which came into their possession into an immense shipbuilding and iron manufacturing corporation capitalized at millions and employing thousands of men—the largest enterprise of the kind on the coast. It was in 1884 that the scope of the business was extended to include ship building. To fit the plant for this work it was practically rebuilt and afterward the Union Iron



Henry Tiffany Scott

Works built some of the greatest vessels plying the Pacific, including immense merchant ships. It also built Admiral Dewey's flagship Olympia and the famous battleship Oregon which at its completion was one of the most powerful war vessels of the world.

Since retiring from the Union Iron Works Mr. Scott has become connected with business interests over a wide and varied field and is now one of the foremost financiers in the west. He based his success upon the enduring qualities of industry, persistency of purpose and thorough mastery of everything that he undertook, and each advanced step has brought him a broader outlook and wider opportunities. His success has not aroused envy because it has meant also the upbuilding of public prosperity inasmuch as his interests have furnished employment to many. Mr. Scott is known throughout the financial world as president of the Pacific Telegraph & Telephone Company, operating over the Pacific coast. It has the largest single system of any telephone company in the United States as well as the most extensive long distance line and the greatest number of exchange plants, and is still rapidly expanding. Its capital is fifty million dollars. Mr. Scott is also president of the Mercantile National Bank of San Francisco, the Burlingame Land & Water Company, the St. Francis Hotel Company, Columbia Theater Building Company, and is a director of the Crocker National Bank, the Bank of Burlingame, Crocker Estate Company, Crocker Realty Company, Crocker Hotel Company, Moore & Scott Iron Works, and many other corporations which have direct and important bearing upon the welfare and prosperity of the western country.

Mr. Scott was married in 1877 to Miss Elsie Horsley, of England, and their children are W. Prescott, Harry H. and Mary, the wife of Walter Martin, of San Francisco. Mr. Scott is a member of the Pacific Union Club of which he has been president and he was also one of the founders of the Burlingame Country Club. He is pre-eminently a man of action and one who has wielded a wide influence, having marked control over public thought and feeling because of the recognized soundness of his judgment and his enterprising spirit. He was one of the promoters of the Manufacturers and Producers Association and he has always been interested in everything that has pertained to the development of San Francisco. In politics he is a staunch republican and while not active in seeking the rewards of office he is loyal in his advocacy of party principles. The board of education of San Francisco has found him an efficient member and his public-spirited interest in the city is also manifest in his active connection with the organization work of the Panama Pacific International Ex-

position to be held in 1915. He was indefatigable as a member of the committee which made the fight in Washington for San Francisco and he continues his labors to the present time as one of the directors of the exposition company which is fortunate in having the cooperation of such men—men who know no such word as fail and to whom obstacles and difficulties are but an impetus for renewed effort. Starting out in life without any vaulting ambition to accomplish something especially great or famous, he has followed the lead of his opportunities, doing as best he could anything that came to hand and seizing legitimate advantages as they arose. So content with what he attained as he has gone along, he has always been ready to make an advance. Fortunate in possessing ability and character that have inspired confidence in others, the simple weight of his personality and his ability have carried him into important relations with large interests.











Lawrence Cook

## Carroll Cook

**T**HE career of Carroll Cook, who has been honored twice by election to the superior bench in this city, and who for nearly forty years has been a prominent member of the San Francisco bar, has made a distinct impression upon the legal history of California. He was born in San Francisco, January 15, 1855, a son of Elisha and Willametta (Hoff) Cook. His father was a prominent attorney of this city, and of Holland Dutch extraction, his ancestors having been early settlers in New York. On the maternal side he is of English and German descent.

He received his early education in the private school of George Bates in this city and in the Boys' high school, leaving the latter institution when he was fifteen years of age to enter the St. Augustine Military College at Benicia. He left the latter school six months before his graduation, on account of the death of his father, and for two years was engaged in this city as a clerk. Then he attended Union College, New York, for a year, and next entered the law office of his uncle, Josiah Cook, in Buffalo, New York. Returning to San Francisco, he entered the law office of Judge Delos Lake and on completing his studies was admitted to the bar in 1874. He practiced successfully until 1884, when he was appointed first assistant United States district attorney, serving four years. From 1888 to 1896 he was again engaged in private practice, and in the latter year was elected to the superior bench. At the close of his term he was elected for another six years, and finally, on January 1, 1909, he resumed private practice, in which he has been engaged ever since.

As a superior judge, Judge Cook presided at the trials of some of the most important cases in the state's legal history, many of them attracting national attention. In the famous trial of Codelia Botkin he rendered his notable decision on a crime committed in two states, —the first of its kind, and which was upheld by the United States supreme court. He sentenced one of the "Gas pipe thugs," who had pleaded guilty, to be hanged, without the formality of a jury trial, and in this action he also was upheld. The famous Theodore Durrant, who in accomplishing the death of two young girls in a local church, one of them in its belfry, committed what has been termed

“the crime of the century,” was sentenced by him to death. On the other hand, Judge Cook has achieved distinction as a criminal lawyer and as an attorney for the defense in such cases. In the case of John McNulty, who had been sentenced to death in the superior court, and for whose hanging a gallows had been erected eight times, Judge Cook carried his case through all the stages of legal delay, secured a stay of his execution, and then carried his case to the United States supreme court and finally his client’s life was saved and he was given a sentence which resulted in only eight years in the penitentiary.

An important feature of Judge Cook’s practice is his position as counsel for the Chinese Six Companies, which occupies most of his time. In the fulfillment of this work, he has become especially conversant with matters connected with the Chinese in America, and he has been the means, not only of protecting their interests, but in acting as their mediator with the white race, with the result that he frequently has avoided many dangerous situations for both Chinese and whites alike, and his efforts in this regard have been of great value to this city in its relations with this really important part of her population.

Judge Cook is prominent in Masonry as a member of the Scottish Rite and of the Knights Templar, as well as of the Eastern Star; belongs to the Order of Eagles and the Druids, and is a member of the Union League Club. He has been twice married, his first wife being Llena Stow, daughter of the Hon. W. W. Stow of San Francisco, to whom was born two daughters, Elcie and Houston. On April 10, 1910, he wedded Besse Grim, daughter of A. K. Grim of Alameda county.

Despite his arduous legal duties, Judge Cook finds time to supervise the conduct of his fine ranch of one thousand seven hundred acres in Sonoma county, where he raises blooded stock and dogs of high degree, which often have been winners at fairs and shows, and where incidentally he lives the “simple” life as much and as often as his profession will permit.







Geo. C. Jenkins



Geo. C. King

## Hon. George C. Perkins



ALIFORNIA has long been noted for the high standing and exceptional ability of its representatives in congress. In the list none is more prominent, nor more deserving of the highest encomium than George C. Perkins, one of the present United States senators from the Golden State and a citizen of whom San Francisco is proud. None of our representatives in the national legislature has been of greater service, not only to the nation as a member of its governing body, but to his state and to the Bay cities. In the preparations for the great Panama-Pacific International Exposition, when San Francisco will be host to the world in celebration of the opening of the Panama canal, Senator Perkins has had a conspicuous and active part, while his work in behalf of legislation desired and needed by the state has been indefatigable and unusually successful.

Senator Perkins began life as a farmer boy, having been born at Kennebunkport, Maine, August 23, 1839. His parents were in moderate circumstances, but as a boy he received such education as was offered in the winter seasons to those whose sons were compelled to help on the farm at other times. When he was only thirteen years old, however, he tired of life on the farm and went to sea. He shipped before the mast and for four years as a sailor visited various ports and climes all over the world. He returned home for six months when he was fifteen and went to school, but returned to the sea. Finally, in 1855, in the course of his journeyings on the ocean, he arrived at San Francisco, on the clipper Galatea, and went ashore for good and all.

He went first to Sacramento and then on to Butte and Plumas counties and for two years tried his fortunes at mining, but with indifferent success. Next he tried teaming and lumbering, then working in a store. Ambition within him was strong, and he refused to be daunted by reverses. At last fortune favored him, and he advanced from a clerk to the owner of a large mercantile house. He invested his savings in the Bank of Butte County. Then he built the Ophir flour mills, invested wisely in mining enterprises and constructed sawmills, and the fruits of his labor and his unbounded

optimism were more plenteous. In 1872 he came to San Francisco and joined the firm of Goodall & Nelson, which was just then becoming a power in ocean transportation circles and so continued until 1876. The firm then became Goodall, Nelson & Perkins when Edwin Goodall purchased the interests of Christopher Nelson and the firm name became Goodall, Perkins & Company, which at the present time is still active and still a leading factor in the shipping industry on the Pacific coast. The firm is largely interested in the Pacific Whaling Company, which was the first to introduce steam whalers in the Arctic trade; and also is connected with many large shipping enterprises, its business operations extending all along the coast from Alaska to Mexico and employing over two thousand men.

Senator Perkins personally is also interested in a number of other large enterprises. He is a director of the Central National Bank and the Central Savings Bank of Oakland; director in the National Bank of Butte County; of the Pacific Whaling Company, Arctic Oil Works, West Coast Land Company and many others.

While the Senator has been prominent in the business affairs of the community and in coast-shipping circles, it is as a public man in active political life that he is best known. He is one of the state's foremost republicans, and has always been a power in the councils of his party. From 1869 to 1876 he served in the state senate, being elected both times from a democratic district. In 1879 he was elected governor of the state by a majority of twenty-two thousand votes—which majority at that time was enormous, the total population of the state being considered. Following his retirement from the governor's chair, he gave less attention to politics and devoted himself more closely to his private business. In 1893, however, he was appointed by Governor Markham to the Senate of the United States to succeed Senator Stanford, deceased. Two years later he was chosen by the state legislature to serve out the unexpired term, and in 1897 was reelected to the full term of six years. In January, 1903, he was again reelected, receiving every republican vote in the legislature and finally the unanimous vote, on motion of a democratic member. Again in 1909 the people testified their appreciation of his signal services by choosing him for another term, which expires in 1915. By virtue of his long service and ability, Senator Perkins has attained a high standing among his colleagues in the national upper house. He is a good speaker and well equipped to diligently watch the interests of his state and city in the senate.

Senator Perkins is widely known as a philanthropist and is connected with quite a number of charitable enterprises, including the



Boys' and Girls' Aid Society, of which he has been president for twenty-seven years. He was for two years president of the San Francisco Art Association, president of the Chamber of Commerce in 1878 and again in 1890, and has been a trustee of the Academy of Sciences since 1886. He stands high in Masonry; was grand junior warden of the Grand Lodge of California in 1871; grand senior warden in 1872; deputy grand master in 1873; and grand master in 1874, elected by unanimous vote. In the Knights Templar he has held all the offices up to grand commander, which he held in 1882 and during the triennial conclave in San Francisco, while at the latter meeting he was elected grand junior warden of the grand encampment of the United States.

Senator Perkins was married in 1864 at Oroville, California, to Ruth A. Parker, and to them were born three sons and four daughters. And now in the evening of life, having passed the milestone of three-score years and ten, Senator Perkins may well find cause for justifiable pride in the fact that he has not only achieved success in a material way, but has been of immeasurable service in his deeds and actions as a public man.










G. S. Webb





H. D. Webb

## Ulysses Sigel Webb

F THAT class of men upon whom the security, the power, the glory and the greatness of the commonwealth of California rest is Ulysses Sigel Webb, attorney general of the state and an able, brilliant and successful lawyer. He stands today among the makers of judicial history, a man of broad education, extensive knowledge and practical wisdom, who has proven a most powerful factor in legal and public circles of the state and has made his name notable by reason of a career which has been varied in service and faultless in honor. He was born September 29, 1864, in Flemington, West Virginia, and is a son of Cyrus and Eliza (Cather) Webb, descendants of old Virginia families. The father made his home in his native state until after the subdivision, when by the division, the homestead became a part of West Virginia, and remained there until 1870. In that year he removed to Kansas and there engaged in farming until his death, which occurred in 1899. He was a captain in the Civil war and a man faithful, loyal and upright in all the relations of his life.

Ulysses S. Webb spent his early childhood upon his father's farm in West Virginia and after a time removed to Kansas and remained upon the homestead in that state, acquiring his education in the district schools. Later he attended the high school at Augusta, Kansas, and took a course at the State Normal school at Fort Scott, from which he was graduated in 1885. He was well equipped for teaching and in this occupation he engaged for a short time, resigning his position in order to become editor of a weekly paper published at Augusta. In this connection he did able and successful work and continued in it until 1887, spending all of his spare moments reading law. One year later he came to California, locating in Quincy, Plumas county, on the 18th of June, 1888. His legal studies had been so well directed and so comprehensive that a short time afterward he was admitted to the bar of the state and he took up the active practice of his profession, entering upon a career in law that has brought him great prominence and many honors. Being a man in whose character public spirit is a forceful and definite element, he was naturally drawn quickly into important relations with the political life of his time, be-

ginning his public career as district attorney of Plumas county, elected in 1890 on the republican ticket. The effective and able work which he did in this capacity won him reelection in 1892, again in 1896 and again in 1900 and the manner in which he discharged the duties of his office, the forcefulness, the intelligent aggressiveness, the comprehension of the ultimate purpose of government and control are still taken as standards of efficiency in that part of the state. Mr. Webb resigned the office of district attorney in order to accept the appointment of attorney general of the state to succeed Tirey L. Ford, retired. He was appointed by Governor Gage and after filling out the unexpired term was regularly elected to the office on November 4, 1902, since which time he has been reelected each succeeding four years. Mr. Webb holds one of the most responsible positions along the line of his profession within the gift of the people of California and fills it in a dignified and entirely able way. He possesses as qualifications a most proficient knowledge of the law, a keen and alert legal mind capable of grasping and solving the most intricate problems and a broad knowledge founded on ability and reenforced by observation and experience. Mr. Webb is a student; but he is also an executive, a lawyer, but at the same time a business man, and it is safe to say that the duties of attorney general of the state of California have seldom been so capably conducted or the office so worthily filled.

In October, 1895, Mr. Webb was united in marriage to Miss Grace Goodwin, a native of California and a daughter of Judge J. D. Goodwin, a prominent attorney and jurist of Quincy, Plumas county. Mr. and Mrs. Webb have three children, Hester, Sigel Goodwin and Grace. The family are well known in social circles of San Francisco and have an extensive and representative circle of friends. Mr. Webb belongs to the Masonic order and has attained a high position in the Benevolent Protective Order of Elks. He is well known in the Union League, Commonwealth and Southern Clubs of San Francisco and holds membership also in the Sutter Club of Sacramento.

Mr. Webb is not only a student of the law but possesses also an extensive knowledge of modern finance, political economy and sociology and is widely read upon practically every subject that interests thinking men of today. In his public life he is aided by his power of logical and forceful speaking and his faculty for presenting a subject in an able, concise and telling manner, rising sometimes to heights of oratory but never becoming discourteous in debate or argument. During the period of his public career he has given his well developed

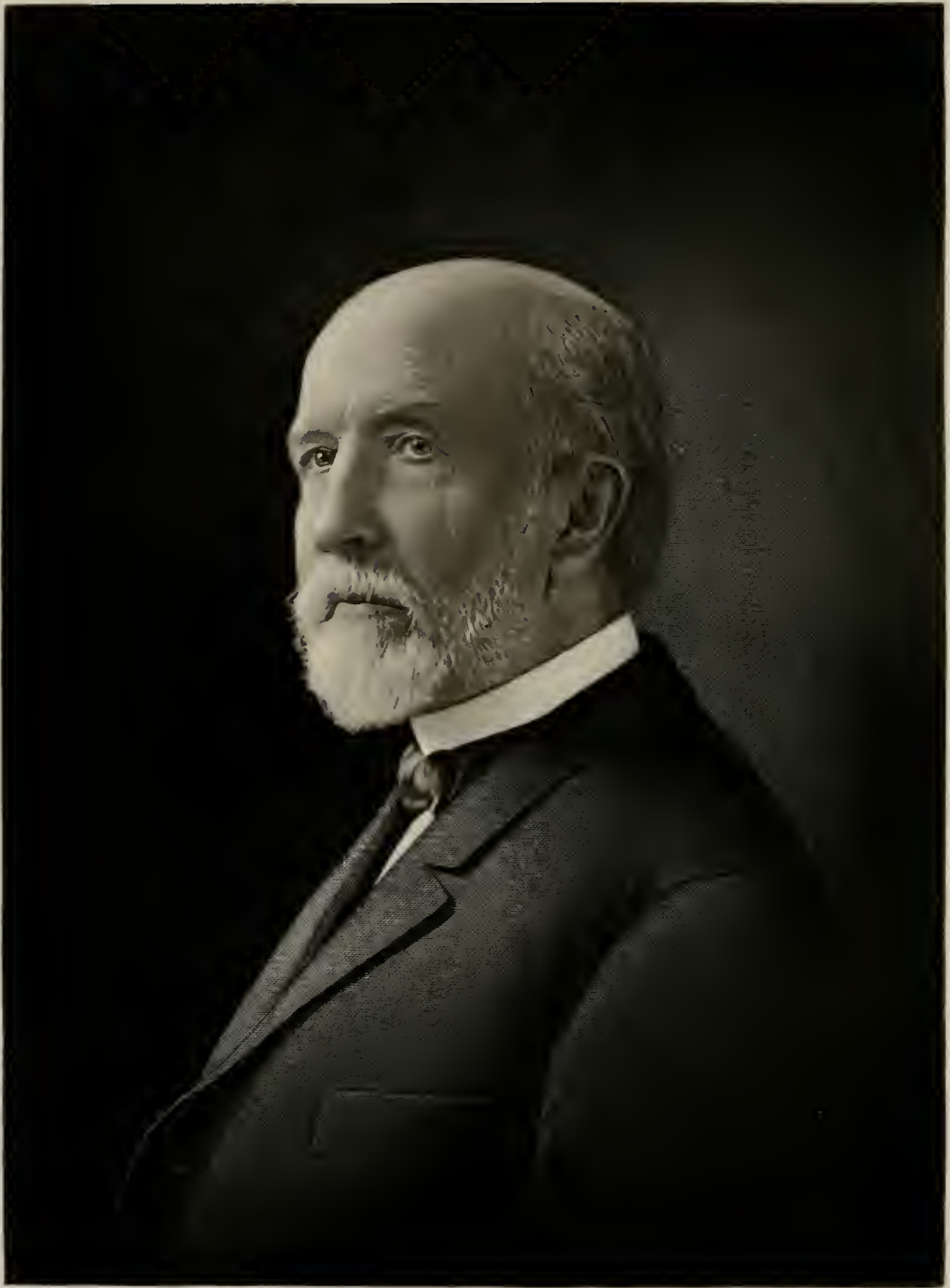
intellectual powers, his fine legal mind and his broad knowledge to the service of the people of California, showing in everything, that he does, an intelligent comprehension of the better hope and the broader purpose of the life of the state.












*Thomas B. Walker*



*James H. [unclear]*



## Thomas B. Walker

HE history of the life and accomplishments of Thomas B. Walker, who is proud of the title of American citizen, realizing its privileges and obligations, furnishes a most useful and valuable lesson for all and especially for the young men of today who are to be the citizens and rulers of tomorrow. He attained to success despite serious handicaps, for he was left fatherless as a schoolboy and in his early years had not only to make his own way but materially and substantially assist in the maintenance of his widowed mother and two sisters, providing at the same time for his own education while continually employed at various tasks.

His life has been most strenuously given to study and work and has been based upon the theory of his own, that merit and high-grade citizenship alone can bring a permanent and final success which will last and remain through to the close of life. He became aware of the fact that temporary successes existed such as come to many men's lives and sought to provide against them, for it was shown in former years that only one in ninety-five made a success which lasted to the end. Through later experience it has been shown by statistics furnished by commercial agencies that success comes to one in forty-five, a decided improvement upon former conditions, largely due to the modern methods of accounting, including the extensive use of the cash register and cash railroad system. His early and continued studies of the economic history of civilization and of nations and of the careers of prominent men as well as of the common people has led him to use the utmost care in avoiding the things which jeopardize success and to cultivate and pursue those of more standard character and make himself master of principles that would bring results and avoid failure. With untiring energy and zeal he has concentrated his labor toward the accomplishment of those things which are material, enduring and beneficial to himself, his associates and the world at large. His indomitable will has ever stood guard as a severe taskmaster, urging the faithful performance of the hardest task even where the results were for the welfare of others or the general uplift or advancement of the common interests in contradistinction to personal advantage.

Thomas B. Walker was born in the little town of Xenia, Green county, central Ohio, February 1, 1840, the son of Platt Bayliss Walker and Anstis (Barlow) Walker. His father, a merchant and speculator, caught the gold fever in the '49 rush for California, invested his fortune in a train of merchandise and started for the far-famed gold land. He fell a victim to cholera and died upon the plains near Warrensburg, Missouri. This left Mr. Walker as a boy of nine to make his way, and help his mother and two younger sisters to gain a livelihood. He went to school whenever the opportunity presented, later entered Baldwin University at Berea, Ohio, and having worked his way through college by hard knocks, determined to become thoroughly acquainted with the highest branches of mathematics. In this he became most thoroughly proficient and successful. He also became a very thorough scholar in the branches of geology, chemistry, philosophy, sociology and political economy. Even with the multiplication of his enterprises and responsibility he has still found time to keep abreast of the progress in these useful sciences.

At the age of nineteen he began work for a railroad company at Paris, Illinois, getting out cross ties and cord wood; and later taught school for a year. When twenty-two years of age he heard of the opportunities for young men in Minneapolis, then a mere hamlet;—he went there and engaged as government surveyor on the public lands. From this adventure he had many exciting experiences with hostile Indians. After three years with the government and a year with the St. Paul & Duluth Railway, he decided to engage in the pine land business. This was the beginning of the development of one of the most successful and important lumber and timber land industries in the history of the American lumber industry.

To determine to his entire satisfaction the absolute divinity of Christ, he early in life made a most exhaustive and careful research of ancient and modern literature, both of supposed holy and profane origin. He even fully analyzed and studied the doctrines propounded by atheists of renown that he might not be biased in coming to a final decision. Christianity from a scientific, practical and spiritual foundation was canvassed most thoroughly by him, with the result that he has acquired a most abiding faith in its efficacy and a more intimate knowledge of all the phases of religion than many doctors of divinity who expound the Scriptures.

The innumerable agencies that have produced freedom of thought and action and stimulated civilization are all familiar subjects to Mr. Walker, acquired by poring over countless essays and treaties of ancient and modern historians. The dangers that beset our popular

form of government and the pitfalls that lie in wait for the political, industrial and financial affairs of our nation are visible to him through the lenses left in the records of past experience focused by modern thought.

He has carefully studied the history of civilization with a view of tracing the causes that underlie the development of higher civilization and the prosperity of nations and the causes and dangers that have beset and undermined republics and democracies, as well as many empires and kingdoms. This has led him to look with much apprehension on the encroachments of the political world upon the industrial and business affairs and the class legislation against capital and the corporate enterprises that history points back to as the inevitable forerunner of decay, paralysis and revolution. He has written many articles and delivered many addresses on the important subjects that underlie the political, educational, industrial, economical and religious and moral foundation of public affairs based upon careful study and observation as coming from past history and modern experience.

He is an intense lover of all that is truly beautiful in nature and art. His collection of rare paintings, porcelains, jades, ancient glass, bronzes and fine cut stones and gems is unequaled by any collection in this country and no more than matched in any galleries of Europe, and he is constantly adding many more beautiful and famous paintings. The public library of Minneapolis is an enduring monument of his public work. The Museum of Fine Arts equally owes much to him for liberal patronage and wise counsel. The Minneapolis Young Men's Christian Association has had no truer friend nor supporter in the community than Mr. Walker. By reason of his interest and valuable assistance in this work he has for many years been a northwestern member of the advisory board of the National Young Men's Christian Association. The theoretical and practical affairs of the Minnesota Academy of Science of which Mr. Walker has been president and a principal supporter, have received much time and thought from Mr. Walker. The museum maintained by this society, in the public library, is probably the most valuable and interesting of any collection in the northwest. Those organizations and institutions that serve the poor and needy have ever received substantial assistance from him, and many worthy families have cause to remember his generosity. His acts of charity are always performed in the most modest manner, many of them reaching the proper destination without the recipient ever knowing that he was the benefactor.

The Walker homestead occupies nearly one-half of an ordinary city block, and Mr. Walker was one of the first citizens to set a worthy



example by converting his grounds into a park, from which the public are not excluded by fences. Every pleasant day can be seen a large number of persons congregated under the wide spreading branches of trees, enjoying the two dozen, or more, large and comfortable settees placed there by Mr. Walker for their especial benefit.

Only a few of Mr. Walker's intimate friends know of his remarkable collection of books. Some years ago a spacious library was constructed, which Mr. Walker uses as his private office. Bookcases cover three sides of the room, the shelves of which are filled. The standard authors are all here represented. Philosophy, science, therapeutics, history, political economy, biography, and innumerable modern and ancient treatises on every subject, have here their allotted space. Few men have devoted as much time and study to books as has Mr. Walker. Few of the many volumes can be found in which many sentences and paragraphs have not been underscored by him.

In his business affairs, Mr. Walker has ever held to a constant and definite purpose. Absolute honesty and integrity has been his motto and a realization of his responsibility to his fellowmen has been carried into his business and social life. Soon after migrating to the North Star state, he was afforded an opportunity of realizing the coming value of the large virgin forests that grew along the northern border. To secure a goodly supply of this bounty of nature and to husband it for future generations was his ambition. The greedy tax shark and the exigencies of the times, however, compelled him to cut off, with other lumbermen, his supply of pine trees. To carry out his fixed purpose he then searched our country over and finally in the far west in the Golden state, found an immense tract of timber that promised to afford an opportunity of carrying out his ideas of economical use and perpetuation of the supply. As early as 1889, Mr. Walker turned his attention to the timber lands on the Pacific coast and after thoroughly canvassing Washington, Oregon and California he began purchasing the great pine forests of northeastern California, then regarded as inaccessible and practically of no value. Through his keen judgment forecasting the future of the immense tract in this locality, and purchasing from time to time different areas, he has come to be the largest timber land holder in California. Not, however, for the purpose of laying claim to the title of being the owner of the largest amount of timber in this country, or in the world, has Mr. Walker been investing many millions of dollars in these valuable assets. The billions of feet of timber that he has now the undisputed title to is vastly more than he, his sons, or even his grandsons can profitably utilize. This vast forest, unutilized as he has planned, will be an incalculable



blessing to those that require lumber in the centuries that are to come. By simply using the matured trees and protecting the young and growing ones, an endless supply is insured. From a strictly commercial and mercenary standpoint such enterprises as this are not considered logical, and certainly entail expenses and annoyances which Mr. Walker can never expect to be compensated for in his life or the next generation to come.

Any combination or conspiracy intended to restrain trade or impose a hardship on the people has ever received his most emphatic disapproval. He has repeatedly declined to pool or consolidate his interests in timber lands either in Minnesota or in California, although constantly importuned to do so, and offered exceedingly tempting proposals.

Few people have shown such constant loyalty or have been willing to sacrifice so much in time and money for the city of their adoption as has Mr. Walker for Minneapolis. Frequently entirely worthy acts of his have been criticised and in many instances his confidence in the integrity of the public or the municipality has been misplaced. Through all the rebuffs and disappointments his efforts have ever been to further the welfare of his home city. He has never been a speculator in city property and the lands he has secured were for use to improve or provide quarters for valuable enterprises that materially stimulated the growth and prosperity of his city. He is the owner in Minneapolis of more large buildings and personal property than any other individual or corporation. These structures have been erected by him because he was the only one able to provide quarters commensurate with the growing demand of the Minneapolis jobbing trade.

For a number of years Minneapolis endeavored to provide a suitable city market, but was unable to interest local or foreign capitalists. Even during a time of depression, Mr. Walker, in response to urgent petitions, provided a central market that is today a credit to the community. The only recognition he ever received for this public-spirited act was to have repealed certain privileges and exemptions the city had freely proffered to anyone who would provide a market. When Butler Brothers, the largest wholesale dry-goods and notions merchants, were debating whether to locate in Minneapolis or St. Paul, the Commercial Club and other civic associations insisted that Mr. Walker was the only citizen able to provide the quarters demanded by this much prized acquisition to the Minneapolis jobbing trade. Against his own interests, and contrary to his wishes, he erected the largest building for mercantile purposes west of Chicago.

Mr. Walker is a man of extremely sensitive temperament and keenly feels any unjust criticism. He fully realizes, however, that there is a natural prejudice in the minds of the masses against men of wealth, and accordingly he persistently refuses to allow the shafts of bitterness and abuse aimed at men of his class, even where they are pointedly personal, to goad him into selfish, narrow or mean acts in retaliation. Modest and unassuming in his own affairs, any vulgar display of wealth is to him distasteful. Frivolous amusements apparently have no fascination for him, and if he can not possess the genuine he refuses the imitation or the counterfeit. Always to be found enrolled among the stanch defenders of impartial justice, he has still a kind heart, and to the appeal of mercy has never turned a deaf ear.

To those who have known him for many years, Mr. Walker has been a constant source of wonder and admiration. A complete master of himself, he seems often to be free from the bonds and restraints that limit the mental and physical capabilities of other men. During his life, Mr. Walker has accomplished very much of a permanent and enduring character, and those who know him fervently wish that he may be spared for yet many a long year to round out and enjoy the fruits of a well spent life.

Mr. Walker was married to Harriet G. Hulet, a schoolmate and a daughter of Hon. Fletcher Hulet, one of the founders of Baldwin University, and this sketch would be incomplete without record of the beneficial and sustaining influences which have surrounded Mr. Walker's home life, and the valuable assistance accorded him by his wife and children.

With a truly Christian, motherly nature, Mrs. T. B. Walker has exceptional talent, thoroughly practical ideas, and executive ability of high degree. Her husband, her children, and her home, have ever received her best efforts and true devotion. Without slighting these duties, she has been able for many years to take a very active part in numerous charitable and philanthropic works.

As a wise counselor and a loyal supporter, she has at all times exerted a sustaining and stimulating influence on her husband. Those who have become personally acquainted with her or know the results of her life work, do not hesitate to place her in the front rank among the most capable, efficient and admirable women of this country. The National Encyclopedia of American Biographies includes, in a late issue, a highly commendatory sketch of her life. Among the multitude of persons mentioned in the six large quarto volumes of this standard work, only some four or five other women are included. While never neglecting or slighting any of the details pertaining to the rear-

ing, training and welfare of her large family of eight children, she has for many years been foremost in planning, developing and managing many large public and charitable works carried on by women of Minneapolis, and has in addition been more or less prominent in matters of national importance. She has, with energy, combated all forms of intemperance, and especially the blight of the liquor curse. She was the principal factor in planning, establishing and maintaining the Northwestern Hospital in Minneapolis, of which organization she has continually served as president for the past twenty-five years, devoting much of her time and means to its advancement. She is the surviving one of the four originators of the Bethany Home, and amid many discouraging circumstances has been very largely responsible for the construction, supervision and perpetuation of that most helpful and important charitable institution. She was also one of the principal originators of the Women's Council, which was most successfully maintained for many years and of which she was president during a large part of its existence.

Her time and means have freely been given to help those who were unfortunate, especially the women and children. The number of such calls has frequently been so large and continuous that it is little less than remarkable that she has had time to look after other duties. For years she has continually taxed herself to the limit in her family and household affairs, while ever ready to respond to repeated calls for useful work. Her character, energy, remarkable judgment, clear understanding of home and public affairs, has been a most important element in giving character and direction to her sons and daughters, and has ably qualified them for successful and useful lives. There is scarcely to be found anywhere in this country a more nearly ideal family in which father, mother and children are living exemplary lives, devoted to and considerate of each other, and striving to do their full share for humanity. Mrs. Walker's part in the development of this family life has been equally important with that of her husband, and she deserves and receives from those familiar with her life an equal share of the credit for the successes which have rewarded the labors of her husband and her children.

Mr. T. B. Walker's success is not solely to be measured by the results of his public work or his ability to amass a large fortune. It is equally exemplified in the character of the sons he has helped to rear to carry on his life work. The mother's guiding hand has been a most potent factor in moulding the lives of these boys, who have become worthy citizens and honorable men. Under the careful tutorage of



Mr. and Mrs. Walker, their sons have proven a pride and a comfort to them.

The most practical methods have been employed by these parents to prepare their children for a useful and active life. The old homestead which has been occupied for about thirty-three years, and in which the lives of most all of them have been spent, has been the headquarters for all the respectable boys of the neighborhood, if not the whole city. In the quiet large grounds around the house there have been, during all these years, thoroughly equipped machine, carpenter, and blacksmith shops. In the earlier years gas engines, and later, electric motors supplied power, and an extensive gymnasium was used for training and amusement. Each of the boys was permitted to own a gun at the age of six years, all but one of them being expert hunters, and most of them have spent a portion of each year in frontier life amongst the ducks, geese, and in deer hunting. They are very familiarly known on Lake Minnetonka as expert boatmen, and have secured many prizes in yacht races. None of the sons use either liquor or tobacco. They are straight-lined, upright, capable and efficient men, whom every one having dealings with looks upon with favor, respect and esteem.

It would be difficult to find anywhere in this broad land another family of five boys, each with a large fortune in his own name and the prospects of acquiring immense interests later, who have been and are now so willing and anxious to do their full share of any manual or mental labor, and who have arrived at the age of manhood without acquiring any of the follies and vices so prevalent among the great masses of boys and young men.

Mr. T. B. Walker's characteristics and achievements are familiar to very many by reason of having been frequently reviewed by the daily press and standard publications. The important work his sons are now doing, and the material assistance they have been to him in projecting and carrying on his enterprises are, however, but little known except among business associates with whom they have come in contact.

Among the illustrations which accompany this sketch is a reproduction from a recent photograph, showing a most interesting family group, consisting of Mr. T. B. Walker and his five sons, all of whom are actively engaged with him in carrying on his immense lumber, timber and other enterprises.

For a long period the eldest son, Gilbert M. Walker, had the control and management of the extensive lumbering and logging business on the Clearwater river and the mills at Crookston and Grand Forks.



This covered about seventeen years of his life, the most of which were passed in the northwestern part of the state. He still holds the position of vice president of the Red River Lumber Company, retains general supervision over the business of that company and other local interests, such as building, real estate, paper mills, etc., in Minneapolis, in which his father is principal owner. He is now on a round-the-world tour.

Fletcher L. Walker, the second son, since the lumber business of the Red River Lumber Company was transferred from the Clearwater and Red River to the headwaters of the Mississippi at Akeley, and to Minneapolis, and has been entrusted with the entire responsibility of building mills, constructing logging railways, cutting the timber, purchasing land, operating the plant and the final sale and distribution of the lumber. Under his careful and wise management the business has developed from some twenty-five million feet a few years ago to a prospective output of over one hundred and ten million feet per year. He devotes his entire time to the supervision of this business, and is regarded by all who know him as one of the most capable and thorough lumbermen in the northwest.

Willis J. Walker has been in sole charge and active manager of the Walker-Akeley business, consisting of logging, contracting, sale of timber lands and logs. He has also for years energetically looked after the financial interests and the details pertaining to the headquarters affairs of the Red River Lumber Company, at Minneapolis. In the aggregate this has amounted to a financial business probably the largest in this line in the country. He has conducted this extensive work in a most thorough and capable manner, and to the entire satisfaction of his father and his business associates. Few young men have entrusted to them so important and responsible duties. In addition to the large Minnesota interests, he has taken an active part in developing the timber holdings of his father in California. He has made many trips to this state and assisted in consolidating various timber holdings with a view of bringing scattered tracts in different counties into compact groups, so as to provide for the best and most economical means of developing and manufacturing the timber.

Clinton L. Walker graduated from the engineering department of the Minnesota State University, and has since almost continuously been living among and taking general supervision of the extensive California timber interests of his father and the Red River Lumber Company. By close application and study of the problem he is especially well posted on the available timber supply, the valuation of stumpage, the preservation of forests and the uses for which the land

can be utilized. On his judgment and estimates large tracts of timber lands have been acquired. Other important work over which he has supervision has been the surveying of railway lines, preliminary to furnishing an outlet when active manufacturing operations are begun. To him has been entrusted the leasing of rights to stockmen to graze their herds on the extensive lands under his control. He makes his home in Piedmont, on the heights opposite San Francisco, and is very popular in the exclusive social circles of that city.

Archie D. Walker, the youngest, completed his schooling at Cornell a few years ago, and is now actively engaged and energetically supervising the construction of large buildings as well as looking after personal affairs and real-estate holdings of his father in Minneapolis. During the absence of Willis Walker on a tour of Europe, he was in charge of much of the detail of the Minnesota and California timber lands.

While each of these five sons has his separate department for which he is largely held responsible, they act collectively as an advisory committee, and before any important move is made it is thoroughly discussed among them and agreed upon. Each one has shown a remarkable consideration for the judgment and wishes of his brothers and a deference to the wishes and opinions of their father. They have demonstrated their ability to carry on local affairs to such an extent that they are now entrusted with its entire management. Timber lands to the value of a million dollars are purchased by them, railroads constructed to bring out the timber and other equally important enterprises consummated without the necessity of bothering Mr. T. B. Walker, who has devoted his time very largely to public, educational, political, social and industrial and art affairs and the general supervision of California timber lands.

Mr. T. B. Walker is acknowledged to be one of the most capable and far-seeing business men in the country. With the assistance of his five active sons to carry out the enterprises he has inaugurated, it is not surprising that he has been able to accomplish such remarkable success.

The eldest daughter of Mr. and Mrs. Walker is the wife of Ernest F. Smith, president of the Hennepin Lumber Company, and a valuable member of several civic and industrial associations in Minneapolis. Their family residence is on Groveland avenue, next to Gilbert Walker's home on one side and Archie Walker's on the other side. Mrs. E. F. Smith is a sweet and capable woman, as honored and respected in her sphere of life as are her brothers.

The youngest daughter was the wife of Dr. F. O. Holman, one of the most popular and highly respected ministers in the United States. She died in California in January, 1904, shortly after the death of her husband.

Leon B. Walker, a sixth son, next to the oldest, began work with his brother, Gilbert, during the time when the business was located in Crookston and Grand Forks. He was a young man of far more than ordinary ability, and would have been a power in the firm, but before his first season had passed, he was removed by sudden illness and death. This occurred in 1887.

One of the elements which has very materially contributed to Mr. T. B. Walker's success has been his remarkable faculty of correctly judging character, and his ability to select men to fill responsible positions, who have proven honest, efficient and energetic. His sense of justice and his regard for his fellowmen has always prompted him to treat his employes fairly and award them liberal compensation. The result has been that he has had associated with him men of the highest class, who have always remained loyal, conscientious and trustworthy. During the last forty years he has almost continually employed an army of laborers in and about his sawmills, constructing large buildings or working at other enterprises, yet he has never had a strike among his employes nor has there been any dissatisfaction with the treatment they received or the wages paid. For years the sawmills in the northwest were operated eleven and twelve hours a day. Mr. Walker, however, never had the men in his mills work more than ten hours and paid them the maximum wages that have prevailed. This kind and considerate treatment of his employes has naturally resulted in his securing the better class of men and a larger return in profits from their labors than any other employer in the northwest.

Although in his seventy-third year, the march of time has scarcely left a noticeable trace. Clean living, health of mind and body, kindly nature, generous in all his dealings with his fellowmen, these simple but admirable qualities have kept him hale and hearty, clear of eye, vigorous of speech, active at a time when most men already see the veil lifting beyond the purple hills to greet another of the eternal caravan.









*Tirey R. Ford*



Jay K. Ford

## Tirey Lafayette Ford

**A**N EARLY writer upon the theory of human history declares that "the measure of civilization is the triumph of mind over external agents." If this be true of the history of masses of men, it is equally true of the history of particular men's lives. A concrete instance is the career of Tirey Lafayette Ford, a man who, solely through individual effort and inherent ability, has triumphed over those obstacles that inevitably stand between the obscure, struggling farmhand and a place at the front rank of a learned profession.

Before noting details of personal achievement, it is interesting to refer back to the ancestry that gave the pre-natal impetus necessary to that achievement.

When William, Prince of Orange, came over from Holland to claim the throne of England, among his most loyal supporters were three regiments of French Huguenots, and in gratitude the king invited these to make their home in his new dominion in America. Some five hundred of them came to Virginia and settled along the James river. In the first shipload, which arrived in January, 1700, came Pierre Faure, later called Peter Ford. The grandson of Peter Ford, by name Jacob Ford, served in the war of the Revolution, was present at the surrender of Cornwallis at Yorktown, and was later one of the first frontiersmen in the Indian wilderness of Kentucky. His son, Pleasant Ford, a volunteer with General Harrison's Army at Tippecanoe at the age of eighteen, emigrated in 1819 to what is now Monroe county, Missouri, where his son, Jacob Harrison Ford, the father of the subject of this sketch, was born and lived and died a farmer.

The maternal ancestry, of English descent, likewise settled in Virginia early in the seventeenth century, whence representatives came to Kentucky, and thence to Boone county, Missouri, the birth-place of the mother, Mary Wynn Abernathy.

And so of this sterling, rugged, independent, plain-living American parentage there came the son, Tirey Lafayette Ford.

Young Ford obtained from the district schools of his neighborhood the usual early education of the country boy, and sub-



Cirey Lafayette Ford

sequently, during a few winter months, attended a high school at Paris in Monroe county, although for the most part his youth was given to helping his father on the farm. But the wanderlust of his pioneer ancestry stirred within him. Becoming impressed, when about nineteen, with the cogency of Bishop Berkeley's famous remark regarding the westward course of the empire, he struck out in that direction for himself and landed in Colusa county, California. Naturally, his first work was on a ranch, and thus he passed three laborious years. The flame of latent ambition was not to be smothered, however, for while laboring during the day he at night spent his time in preparing himself to grasp opportunity when it came,—and come he intended it should. It did come, in the form of a chance to enter the law office of Colonel Park Henshaw, at Chico, Butte county, as a student.

For two busy years he arose at five o'clock each morning, studied,—often by lamplight,—until eight, hurried through breakfast and to the office, where his duties included the keeping of an abstract of the county records, then in the evening back to his kerosene lamp and his books. Finally, on a momentous day, he rode down to San Francisco with a memory filled with common-law maxims and a spirit filled with respect for their judicial interpretation, and there, under the questioning of Justice J. D. Thornton, convinced the supreme court of California that he was qualified to practice law in all the courts of the state.

His first three years as a lawyer were spent in general practice in partnership with Major Albert F. Jones, at Oroville, Butte county. Thence he moved to Downieville, the mountain county seat of Sierra county, and the center of a famous and an old-established mining territory. Here he specialized in mining law, and his grasp of its intricacies as well as of the practical side of the industry, brought him a valuable clientage, and later led to his being sent by the California Miners' Association to represent the mining interests before committees of the national congress.

His initial venture in politics—for a man of his popularity and manifest ability could not long reside in a community and remain outside its political life—was his election as district attorney of Sierra county upon the republican ticket. Two years later he was re-elected to the same office, and when this second term expired he was elected a state senator to represent the mining counties of Sierra, Plumas and Nevada. While he was in the senate there was introduced a resolution asking congress to make silver a legal tender for payment at the ratio of sixteen-to-one, and out of the forty members

of the senate, but two of them, one of whom was Senator Ford, voted against the resolution.

His knowledge of men and of affairs had now broadened, his legal attainments had widened, his sphere of activity had expanded, and he moved to San Francisco. He was there appointed attorney for the state board of harbor commissioners. One of the more notable matters that came to his attention in this capacity was the disputed ownership of a portion of Channel street, so-called, a navigable arm of San Francisco bay, long claimed by a powerful private corporation which had erected along it extensive wharves and warehouses. He brought a successful ejectment suit, which was affirmed on appeal, resulting in the recovery of the frontage to the state, together with all the improvements thereon, and ever since then the harbor commissioners have collected large rentals from the occupants.

He builded so well during his first three years in San Francisco that the people of California elected him their attorney general, thus making him the chief law officer of the commonwealth, with an advisory control over all the district attorneys of the state. As attorney general, he at the outset laid down the fundamental rule to his assistants that they had nothing to do with the policy nor with the making of the law, but they were supposed to know the law, and that they must at all times and without favor declare it to be as they found it. He inaugurated in the office a complete system of records that should preserve the result of its work in an accessible form to succeeding administrations.

A few months before the expiration of his term as attorney general, he resigned that office to take charge of the varied and multitudinous legal affairs of the United Railroads of San Francisco, then a newly organized consolidation of most of the street railway interests of the peninsula, and he still continues to occupy the position of general counsel of that company.

Without solicitation from him or his friends, Governor George C. Pardee appointed him a member of the state board of prison directors, which has under its authority some three thousand of California's unfortunate delinquent class. His principal attention, as a member of this board, has been given to the parole of prisoners, and in this phase of the work he takes a keen personal interest, directing toward it his particular talents of system and organization.

Immediately following the memorable fire of 1906, he was an active and prominent member of the citizens' committee upon reconstruction, presiding as chairman of the joint committee that recommended to the special session of the legislature such charter amend-

Tirey Lafayette Ford

ments and legislation as the city and state needed to facilitate immediate rehabilitation.

He has been repeatedly elected a member of the board of trustees of the Mechanics' Institute of San Francisco, a heavily endowed institution that has for its principal design "the diffusion of useful knowledge at the least expense to the seeker."

And with all his numerous activities, he has still found the time to mingle socially and fraternally with his fellowmen. He is a Mason of high rank, being a Knight Templar and a member of the Mystic Shrine. He also belongs to lodges of the Independent Order of Odd Fellows and the Ancient Order of United Workmen. He has served as president of the Missouri Society of California. Among his clubs are the Pacific-Union, Bohemian, Commonwealth, Union League, Transportation, Merchants, Amaurot, Press and Southern.

Mr. Ford was married to Miss Emma Byington, a native of California, whose father, Hon. Lewis Byington, was born in Connecticut, and whose mother, Catherine Freehill, came from Ireland, and both of whom pioneered to California in the early '50s.

Mr. and Mrs. Ford have three children, a daughter, Relda, now Mrs. Frederick Van devender Stott of New York, and two sons, Byington and Tirey L., Jr.

If this typical life-history of a self-made American were reduced to the dryness of chronology, it might be tabulated thus:

1857, (December 29) born on a farm in Missouri.

1877, emigrated to California and took work as a ranch hand.

1880, entered a law office as a student.

1882, admitted to the bar.

1888, married.

1888, elected district attorney of Sierra county.

1890, reelected district attorney.

1892, elected to the state senate.

1895, appointed attorney for the state board of harbor commissioners.

1896, sent to Washington as legal representative of the miners of California.

1898, elected attorney general of the state of California.

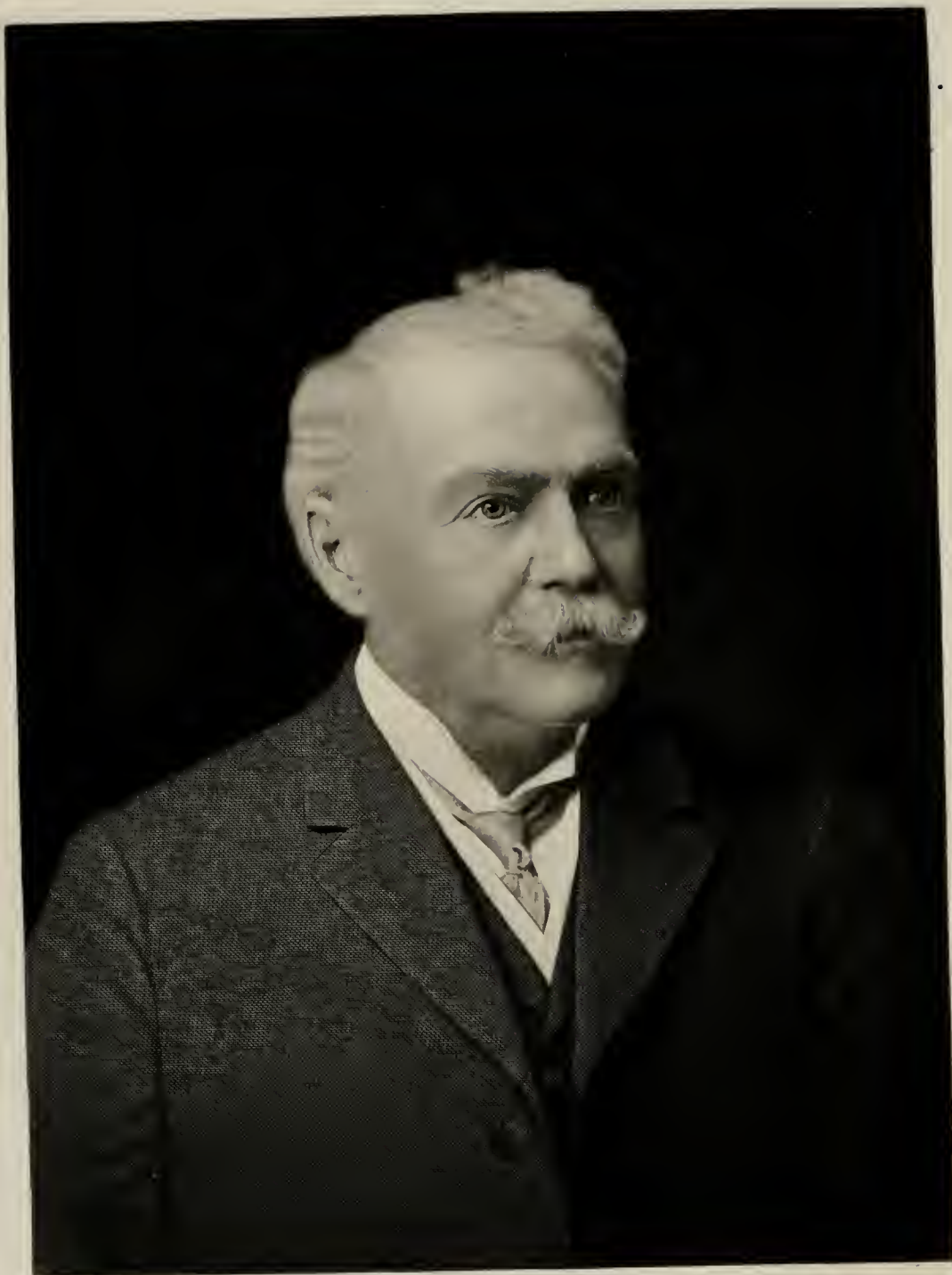
1902, resigned as attorney general and retained as general counsel of the United Railroads of San Francisco.

1903, elected a trustee of the Mechanics' Institute of San Francisco.

1905, appointed a member of the state board of prison directors.







*J. H. Sullivan*



J. Sullivan

## Jeremiah Francis Sullivan



### JUDGE JEREMIAH FRANCIS SULLIVAN

has honored the profession of the law both as a practicing attorney and an occupant of the superior bench, and is one of the best known members of the San Francisco bar. He was born in Litchfield county, Connecticut, on August 19, 1851, a son of Michael and Margaret (Bohane) Sullivan. He was brought to California by his parents when he was less than one year old, and his early school days were spent in Nevada county. In 1862 he entered St. Ignatius College and remained there eight years, taking the full preparatory and college courses and graduating with the degree of Bachelor of Arts, to which he later added the degree of Master of Arts and subsequently the honorary degree of Doctor of Laws from the same institution. He then engaged in teaching at St. Ignatius, holding classes in Latin and Greek, mathematics, geography, history and English, and in his spare hours studied law, both privately and in the law office of Winans & Belknap. In January, 1874, he passed an oral examination before the bar of the state supreme court and was admitted to practice. In 1877 he was elected a member of the city board of education, on which he served with distinction. One of his conspicuous achievements as a member of the board was his part in the public investigation which stopped the practice of selling in advance the questions which were to be asked of applicants for teachers' certificates. In 1879 he was elected as one of the original twelve superior judges chosen under the constitution of 1879, which abolished the old district courts. He was the youngest of the twelve. His first term was for five years and at the end of that term he was reelected, in November, 1884, for a term of six years. In 1888 he was a candidate for the supreme bench and in a total of two hundred and twenty-five thousand votes cast he was defeated by only five hundred. In 1889 he resigned from the superior bench to devote himself to private practice and with his brother, Matt I. Sullivan, he has so continued ever since. Since 1905 Theodore J. Roche has been a junior member of the firm.

During his judicial career Judge Sullivan presided over many famous and important trials, some of which were of even sensational

interest as well as of immense public importance. Among these was the case of Burke versus Flood, which was one of the so-called "bonanza" cases, so known from its relation to the old Comstock lode of Virginia City, Nevada, which was one of the greatest gold and silver properties in mining history. The case involved the rights of minority stockholders in the Comstock mining corporations and therefore attracted almost nationwide attention. Still another famous case over which Judge Sullivan presided was that of Cox versus McLaughlin and another was the sensational divorce case of Sarah Althea Hill against Senator William Sharon. Judge Sullivan upheld the validity of a "common law" marriage and awarded her a division of the community property, after a trial lasting eighty-seven days. Sharon carried the case to the state supreme court, where Judge Sullivan's decree was at first affirmed. On a subsequent appeal from his order denying Sharon's motion for a new trial the judgment was reversed. In the interim between the two supreme court decisions the personnel of the court had been changed. Judge Sullivan's practice has been largely confined to probate cases and personal injury cases, and he has been considered a high authority in both branches of practice. One of the most remarkable cases handled by his firm was that of Willard R. Zibbell against the Southern Pacific Company, the plaintiff suing for the loss of two arms and a leg. He was granted judgment with interest and costs aggregating ninety-two thousand dollars, the largest sum ever paid in a personal injury suit in the history of the country. This verdict was sustained by the supreme court.

Judge Sullivan has been prominent in Catholic fraternal affairs as president, for two terms, of the Young Men's Institute, and as organizer of the Atlantic jurisdiction of the order. He was married, on September 13, 1876, to Helen M. Bliss, daughter of George D. Bliss, of San Francisco, one of California's pioneers. To them were born five children: Harry F.; Gertrude M., who was married to Bernard M. Breeden; Helen Bliss, the wife of Paymaster Roland W. Schumann, U. S. N.; Jeremiah Francis, Jr.; and Marguerite.







DANIEL E. ALEXANDER



## Daniel Earp Alexander



DANIEL EARP ALEXANDER, who during forty-six years of close connection with the legal profession has proven his forceful ability and his well developed power of mind, is numbered among the prominent and distinguished representatives of the California bar. With a nature that could never be content with mediocrity, he has made the best use of his talents and his opportunities so that today he stands with those whose well defined powers and abilities have made their records a part of the judicial history of the state. He was born in Jackson, Mississippi, February 7, 1845, and is a son of Benjamin Franklin and Caroline Way (Hiveley) Alexander, the former a pioneer of 1849, who started for California in that year, but was so delayed upon the journey that he did not arrive until 1850. Four years later his family joined him in Sacramento, where they made their home.

Daniel E. Alexander acquired his education in the Sacramento public schools, leaving the high school to take up the study of law in the office of Maurice M. Estee, one of the foremost lawyers in the state, who has twice been a candidate for governor of California. With him Mr. Alexander remained until he entered the offices of Moore & Alexander, of which firm his elder brother was junior member. Eventually, however, Mr. Alexander returned to high school and after graduating with honors again took up the study of the legal profession, this time under James W. Coffroth. He was admitted to the bar in 1866 and took up the practice of his profession in Sacramento, where he remained for a number of years. Afterward he established an office in Nevada City but after a few months returned to Sacramento, where he practiced successfully until 1888. Since coming to San Francisco in the latter year Mr. Alexander has confined his attention to the practice of civil law and has secured a very exclusive clientage, connecting him with some of the most important litigation heard in the courts of the state. His success in a professional way affords the best evidence of his capability. He possesses a natural discrimination as to legal ethics and one of the strongest elements in his success is the fact that he never fails to recognize



the main point at issue and never neglects to give a case thorough preparation. His pleas have been always characterized by a terse and decisive logic and lucid presentation and his power is the greater before court or jury from the fact that it is recognized that his aim is to secure justice, right and equity. Mr. Alexander has appeared in connection with some of the most famous cases on the judicial records of the state and his first case of prominence is still cited in criminal practice. It was that of the People vs. Stickman, reported in 34 California, in which the defendant had entered an open chicken coop and stolen a fowl. The court held that any structure with four walls and a roof was a house and sentenced the defendant for burglary. A later decision, however, has required that the house broken into be a human dwelling before this charge can be sustained. Mr. Alexander has always remained a close and earnest student of the law, keeping abreast of professional advancement by wide and well selected reading. In 1886 he joined the ranks of the writers, publishing an exhaustive study of probate law, which is recognized as an important and significant contribution to the legal literature of the United States.

On the 13th of November, 1881, Mr. Alexander was united in marriage to Miss Emma Millen, of Sacramento, and they became the parents of one son, Loren, born in Sacramento, August 13, 1882. He was graduated from the School of Mechanical Arts in 1901 and was becoming notable in his chosen profession when his work was cut off by his death, which occurred August 12, 1909, and a career ended which had been full of high hopes and fair promises.

Mr. Alexander has been a lifelong democrat and is loyal in his support of the principles and policies for which that party stands. While a young man he was an active worker in the ranks and held the position of justice of the peace in Sacramento, then a republican stronghold. So well did he perform the duties of this office that he was reelected by a majority of fifteen hundred, the only successful candidate on his ticket. He was later a candidate for the office of superior judge of Sacramento but, though running far ahead of his ticket, was defeated by a small majority. Aside from politics Mr. Alexander has been identified with many local enterprises and is a cooperant factor in many measures that directly benefit the community, his work in the battle against graft being still remembered. He is spoken of throughout San Francisco in terms of highest regard and is found always in those circles where the intelligent men of the city are gathered for the discussion of questions of vital interest. Those things which are most worthy and commendable in life make

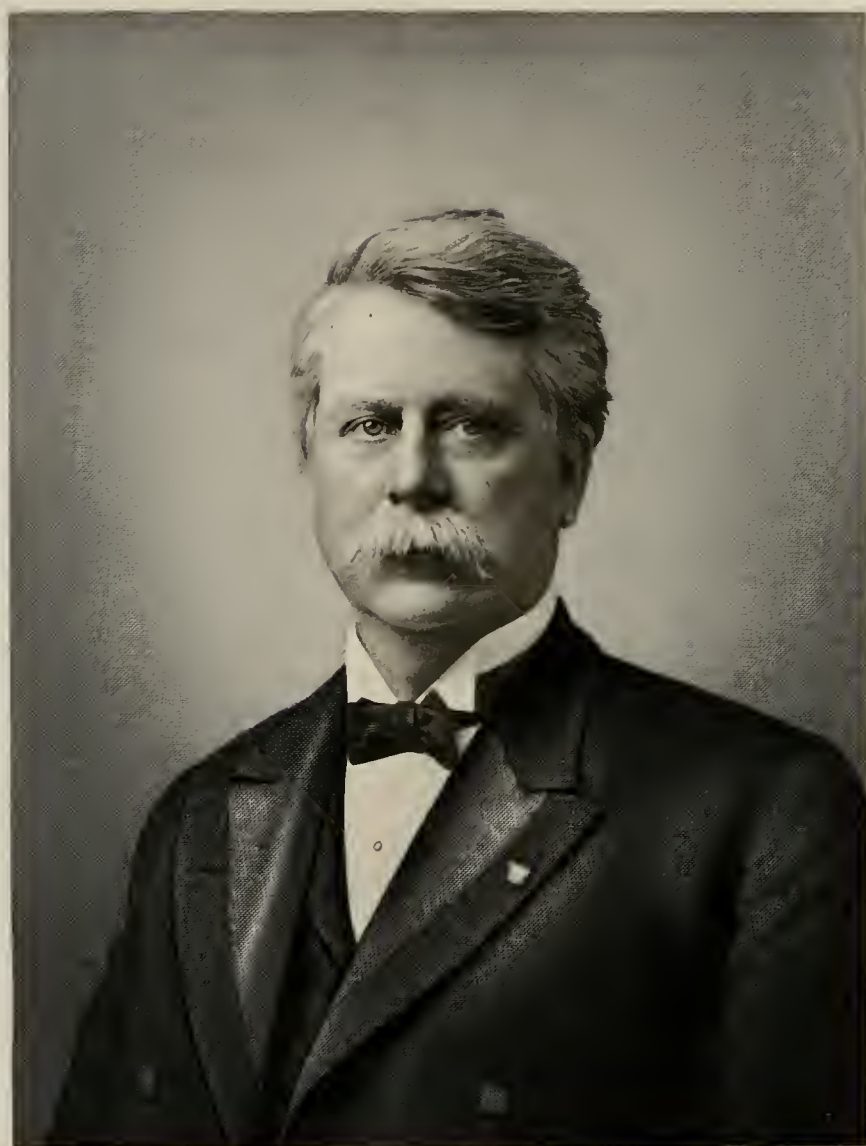
strong appeal to him and the principles of honorable and upright manhood which find expression in his life as well as his professional work have gained for him the high place which he holds in the regard of his fellowmen.











Harmon Bell



Harmon Bell

## Harmon Bell



ARMON BELL holds a high position as a member of the bar of the Bay Cities. While his office now is in Oakland, he formerly practiced in San Francisco, and still has many legal interests on this side of the bay. He has had a noteworthy part in the upbuilding of both cities, and especially of Oakland, in the capacity of chief counsel for the San Francisco-Oakland Terminal Railroads, which has been an important factor in the making of the greater Oakland.

Mr. Bell is a native of Oakland, where he was born March 23, 1855, a son of Rev. Dr. Samuel D. and Sophia (Walsworth) Bell. His father was born in Orange county, New York, and his mother in Cleveland, Ohio. Both were descended from families which were prominent in Revolutionary times. Dr. Bell and his wife came to California in 1852 as home missionaries of the Presbyterian church, and Dr. Bell was the builder and first pastor of the First Presbyterian church. He also was one of the organizers of the College of California, now the State University, and his whole life was devoted to educational and religious work. Dr. Bell represented Santa Clara county in the legislature in 1857, and Alameda county in 1858. He died in 1897, at the advanced age of eighty-one years.

Harmon Bell received his early education in Lyons Academy, in Lyons, New York. He next attended Hillsdale College at Hillsdale, Michigan, and completed his education in Washington College, a private school at Alameda, California. At the age of twenty-two years, he took up the study of law in the office of Derlam & Lehman, in Mansfield, Ohio, where he had gone with his father in 1875. The next year he moved to Kansas City, Missouri, and completed his legal studies in the office of Judge Turner A. Gill of that city. He was admitted to practice in Kansas City, on May 1, 1878, and continued to practice there until 1898, when he came to California and began to practice in San Francisco. While a resident of Kansas City, he served one term, 1881-82, as a member of the state legislature, being elected as a republican. While practicing in San Francisco, he made a specialty of corporation and real-estate law, and became attorney for many large interests. In 1904, he became chief counsel for the San

Harmon Bell

Francisco, Oakland & San Jose Railroad (Key Route) and the Oakland Traction Company, removing his home to Oakland. He is still chief counsel for these companies, which have absorbed the various smaller traction corporations, and for the Realty Syndicate—all of Oakland. Previous to his coming, the companies' lines had been separate. He consolidated them into the present system, which has done so much for the growth and development of the bay counties. He now confines his activities entirely to these corporations.

Mr. Bell's interests in San Francisco are almost as extensive as in Oakland, and he is a leading member of the cities, state and national bar association. In political matters, Mr. Bell takes the interest of an active, earnest citizen and voter, and is a staunch republican. He is affiliated with the Masonic order, being a member of the Knights Templar and of the Mystic Shrine. He also is a member of the Native Sons of the Golden West, the Elks and of the Sons of the American Revolution. He is a member of the Athenian and Claremont Country Clubs of Oakland, and the Transportation and Commonwealth Clubs of San Francisco.

Mr. Bell was married on January 16, 1880, to Catherine Wilson, daughter of A. J. C. and M. A. Wilson, who settled in Santa Barbara in the early days. Mr. and Mrs. Bell have two sons living, Traylor W. and Joseph Samuel.









Herbert Fisher



Herbert Fisher

## Herbert Fleishhacker



AN FRANCISCO had passed the pioneer period—that period following the discovery of gold and the vigilantes' rule—when Herbert Fleishhacker entered upon the scene of earthly activities, his birth occurring here November 2, 1872. He became a factor in the subsequent growth which transformed the wild western mining city into a great American metropolis with its multiplicity of industrial, commercial and financial interests. As the years passed he recognized the opportunities that were presented and eagerly grasped these in an effort which has resulted not only in placing him with the capitalists of California but also has largely brought about the promotion of the city's interests. His parents were Aaron and Delia (Stern) Fleishhacker, who placed their son in the public schools, which he attended for eight years and then spent a year in Heald's Business College. In 1887 he entered the employ of his father, who was engaged in the paper business in San Francisco. He became connected with the manufacturing end of the business, to which he devoted four years, after which he went upon the road as a salesman for the house. His territory covered the Pacific coast and he was attracted by the possibilities offered by the state of Oregon for the manufacture of paper and established the first paper mills in that state at Oregon City. Acquaintance with business conditions in the north led to his subsequent establishment of a large lumber enterprise at Eugene, Oregon, and afterward he turned his attention toward the development of the natural resources of his native state, organizing and promoting the Electric Power Company at Floriston, California. This was followed in rapid succession by other enterprises of a like nature in various parts of the state. He was one of the organizers of the Truckee River Electric Company, and he also organized the Sacramento Valley Power Company. He organized and still retains his interest in a number of electric power and traction companies as well as a number of corporations engaged in the manufacture of paper pulp and paper. Into the field of banking he entered, prompted by a progressive spirit, becoming interested in a number of financial institutions in this state, while in 1907 he became manager of the London, Paris & American Bank of San Fran-



cisco, a solidly established financial institution of this city. He brought to bear in this new undertaking the same characteristic energy noted in his previous ventures and soon became recognized as a power in the banking circles of the city. On the 1st of March, 1909, the Anglo-California Bank, Ltd., was absorbed by the London, Paris & American Bank and the title was changed to the Anglo & London-Paris National Bank, with Mr. Fleishhacker as vice president and manager. In March, 1911, on the resignation of S. Greenbaum, he was elected president and so continues. This institution has attained the first rank among national banks of the country. When Mr. Fleishhacker assumed the management of the London, Paris & American Bank in 1907 the deposits were four and a half millions. The absorption of the Anglo-Californian Bank swelled these deposits to fifteen millions and since that time, under the capable direction of the present president, the deposits have increased to in excess of thirty-two millions. Their connection in European countries and the Orient is with the largest and strongest banking concerns in foreign parts. The San Francisco institution makes a specialty of exchange business, and under the guidance of Mr. Fleishhacker the Anglo & London-Paris Bank is today the largest in the entire west, its progressive policy being tempered by a safe conservatism that has won it the confidence not only of the American public but of financial circles of Europe as well. Though devoting the major portion of his time to the bank, Mr. Fleishhacker also keeps up active connections with the various enterprises in which he is interested. He is president of the Floriston Land & Power Company and the Reno (Nev.) Traction Company; vice president of the Anglo-California Trust Company, the Central California Traction Company, the City Electric Company and the Great Western Power Company; and a director of the Crown-Columbia Paper Pulp Company, the Floriston Pulp & Paper Company and several large lumber companies. These are among the most important industries of California, contributing in large measure to the business activity and consequent prosperity of the state.

On the 9th of August, 1905, Mr. Fleishhacker was united in marriage to Miss May Belle Greenbaum, of San Francisco, by whom he has two children, Marjorie and Herbert, Jr. In a review of the life history of Mr. Fleishhacker it seems that he has accomplished at any one point of his career the possibility for successful accomplishment at that point. While not one of the earliest settlers, he may well be termed one of the builders of the city of San Francisco, for he has been the promoter of a number of its leading business enterprises

and the growth and development of a city depend upon its financial, its commercial and industrial activity. His connection with any undertaking insures its prosperous outcome, for it is in his nature to carry forward to successful completion whatever claims his attention and energies. He has earned for himself an enviable reputation as a careful man of business and in his dealings is known for his prompt and honorable methods, which have won for him the deserved and unbounded confidence of his fellowmen.











J. C. Jordan.



J. C. Jordan.

## James Clark Jordan



AMES CLARK JORDAN was known locally as a capitalist and a large owner of and believer in the future of San Francisco realty. Coming here in 1890 he became prominent, not only by reason of his operations in financial circles, but by reason of his social popularity and wide knowledge of world affairs. He was a musician of talent, a patron of the arts, a distinguished linguist and was the recipient of several foreign orders.

Mr. Jordan was born in Boston in 1850, a son of Eben Dyer Jordan, founder of the great Boston real-estate firm of Jordan, Marsh & Company, of which his son remained a member even after his coming to San Francisco. The family was prominent in New England society and highly connected.

Mr. Jordan was graduated from Harvard University in 1870, when he was only twenty years of age, and went into business with his father's firm, remaining in Boston until he decided to come to the coast for the benefit of his health. On his arrival here he became financially interested in a number of enterprises, but gave special attention to undeveloped real estate on both sides of the bay. He also had a summer home in eastern Canada, where he raised blooded Jersey cattle. He owned Jordan Park, San Francisco, and Boulevard Heights in Oakland, and developed these restricted properties in accordance with the demands of a steadily growing population, being a pioneer in the development of restricted residential districts and the originator of that plan in San Francisco. His faith in the possibilities of the Bay cities never faltered, and he indicated that faith by becoming heavily interested here.

During the Spanish American war, when the United States troops were being mobilized in San Francisco for service in the Philippine Islands, the war department experienced some difficulty in securing grounds suitable for their purpose. Mr. Jordan tendered the government the free use of The Jordan Tract and his offer was accepted by Major General Otis in the following letter:



James Clark Jordan

“Headquarters United States Expeditionary Forces,  
“San Francisco, California, May 25, 1898.

“Mr. James C. Jordan,  
“San Francisco, California.

“DEAR SIR: I am in receipt of your communication tendering the free use of the land known as “The Jordan Tract” to the government for camping purposes of its troops now being assembled at this point. The tract is most convenient for such purposes and is gladly accepted. Permit me to convey our appreciation for your generosity and courtesy in thus helping us out of a dilemma.

“Very respectfully,  
“E. S. OTIS,

“*Major General, United States Volunteers,*  
“*Commanding Expeditionary Forces.*”

Mr. Jordan was twice married, and two daughters were born of the first marriage. In 1892 he was married to Mrs. Jeanette Siles at Needham, Massachusetts. She came of a prominent Canadian family of St. John, New Brunswick. Mr. Jordan belonged to several clubs while he resided in Boston, but resigned from them when he came west. He belonged to the Bohemian and Harvard Clubs of San Francisco.

Mr. Jordan died August 7, 1910, and was buried in Forest Hill cemetery, in his native city, Boston. His death came as a shock to a large number of friends on both sides of the bay, and his loss was keenly regretted in business circles.







*Eugenio Bianchi Jr.*



*Eugenio Bianchi.*

## Eugenio Bianchi, Jr.



UGENIO BIANCHI, JR., whose scholarly attainments have been a valuable supplement to his professional knowledge, has engaged in the practice of law in San Francisco since 1894 and has been connected with some of the most distinguished law firms of the city. Moreover, he is a representative of one of the most distinguished Italian families on the Pacific coast. He was born in San Francisco, March 23, 1865, a son of Signor Eugenio Bianchi and Signora Giovanna (di Campagna) Bianchi, well known operatic artists who held the lyric boards in San Francisco for many years, embracing the period from 1858 to the late '70s. They were perhaps the most active and prominent during the '60s, Signor Bianchi being known in his prime as the leading Italian impresario of this city. He and Thomas Maguire figured as the opposition managers of Italian opera here and were both prominent in the theatrical world in the early days of San Francisco. Signor Bianchi and his wife sang in the Maguire Opera House, then located on Washington street, near Montgomery, and later he was manager of the old Metropolitan Theatre on Montgomery street, between Washington and Jackson. He was the first to produce Faust, Masaniello, Belisario, Poliuto, I Martiri, Don Giovanni, Attila, Crispino e la Comare, I Masnadieri, Il Trovatore, Elisir d'Amore, Macbeth, La Favorita, Norma, and many others. He is yet remembered by many of the older residents here for his fine tenor voice, being almost without a peer at that time. When he passed away in its obituary notice the San Francisco Chronicle spoke of the "death of the most famous tenor of his day." Signora Bianchi is also remembered by many of the old-time residents of San Francisco for her ability as a lyric singer and in later years she was considered the leading Azucena in Il Trovatore in this country. Their many acts of charity and beneficence are well remembered, for they were most generous where aid was needed. Both died in San Francisco, Signor Bianchi passing away June 22, 1895, just four months after the death of his wife. The obituary mention of the signora in one of the city papers termed her "the mother of music in California



Eugenio Bianchi, Jr.

is dead." Signor Bianchi brought out many of the leading operatic artists from Europe, among the number being Signorina Elvira Brambilla, Signor Milleri, Agatha States, Bianchi-Montaldo, Signor Baccei and many others.

Private tutors gave instruction to Eugenio Bianchi, Jr., in his early boyhood and later he was a grammar and high-school student, after which he entered the law department of the University of California, known as the Hastings Law College. On the 9th of January, 1894, he was admitted to the bar, upon examination before the supreme court of the state, and subsequently was admitted to practice in the United States circuit and district courts and the United States circuit court of appeals. He further promoted his knowledge through a medical course and while on one or two trips through the native land of his parents he pursued a course in medical jurisprudence at the University of Padua, Italy, receiving a degree. He is a thorough linguist, speaking and writing Italian, French, Spanish and German and in many important litigated interests he has acted as interpreter in those languages. He is frequently called upon by his fellow members of the bar to act in the capacity of interpreter or translator of foreign documents for use in court proceedings. He has been connected with prominent attorneys and law firms in San Francisco during the course of his professional career, practicing with McClure & Dwinelle; Wigginton, Creed & Hawes; Stonehill & Payson; and Barrows & Dare. His name figures on the court records in connection with much important litigation, such as has called forth the ablest counsel and advocates of the city. In the trial of his cause he never loses sight of any point bearing upon his case and he marshals his points with the precision of a military commander, so combining his forces as to throw their full weight upon the defense of the opposition.

On the 14th of July, 1895, in San Francisco, Signor Bianchi was married to Signorina Carmelina Gandolfo of one of the leading Italian families, tracing their ancestry to noble Italian lineage, the Conti di Gandolfo. She is a countess in her own right. Signor Bianchi is likewise descended from noble lineage, his mother being a representative of the ancient and distinguished house of the Conti di Campagna, of Verona, Italy. Signor Bianchi and his wife are the parents of two charming daughters, Carmelina and Giovannina, both of whom have already given evidence of possessing some of the intellectual and musical gifts of their parents. Signora Bianchi is the possessor of a rich soprano voice and prior to her marriage was under the training of Signor Bianchi, Sr., who pronounced her voice one of superior qual-

ity and predicted for her a bright career in the lyric line. After the death of Signor Bianchi she studied under Inez-Fabbri-Muller and Ellen-Coursen-Roeckel-Davis, prominent music teachers of this city.

Signor Bianchi is widely known in fraternal circles, holding membership with the Native Sons of the Golden West, the Loyal Order of Moose, the Fraternal Order of Eagles, and others. At present, however, he confines his attention largely to the practice of his profession and has an extensive clientele among the cosmopolitan portion of the community. He has acted for various companies and corporations in the capacity of secretary and adviser and he confines his law practice more to the duties of counsellor than to those of advocate, devoting his attention almost exclusively to office practice. He has never entered active politics, preferring to remain in the field of private business with leisure to devote to his home life, for he is a pronounced lover of the home circle. In his voting, however, he has always been a consistent republican. It is his intention to engage in the preparation of an account covering the lives and acts of the most prominent Italian families who came to San Francisco in the early period of the city's history and he is well qualified for such an undertaking, being thoroughly conversant with this history from the time of the early advent of the Italian element upon these shores. The name of Bianchi has long figured prominently here in connection with the musical interests and later with the law practice of San Francisco and Signor Bianchi is numbered among the most scholarly of the representatives of the California bar.









*Geo M. Jerrill, M.D.*



## George Morton Terrill, M. D.



DR. GEORGE MORTON TERRILL, who is prominent among the medical men of San Francisco and also is widely known in army circles, was born at Salem, Virginia, February 22, 1859, a son of Dr. George Parker and Sarah (Dold) Terrill. On the paternal side he is descended from one of the best known old families of the Old Dominion, who settled in that state in the early days. His grandfather for forty years was a leader in public life and served long and honorably in the state legislature. Dr. Terrill's father practiced medicine for thirty-five years in Salem and attained distinction as a physician of rare ability. The latter's brother, William R. Terrill, took an active part in the Civil war, attaining the rank of brigadier general, and being chief of artillery in McCook's division at the famous battle of Shiloh.

Sarah (Dold) Terrill, the mother of Dr. Terrill, was of distinguished ancestry, tracing their lineage back to the early part of the seventeenth century, when the permanent settlement of Virginia by the whites was actually begun.

Dr. Terrill followed his early teachings with a course at Roanoke College, in Virginia, and then entered the University of Pennsylvania in the medical course. In 1883 he graduated with the degree of Doctor of Medicine and for two years practiced his profession in his native city of Salem. He then came to the Pacific coast, and joining the United States army as a surgeon, he was ordered to active duty as assistant surgeon in the command of Captain Lawton, in the Apache campaign of 1885-86. Captain Lawton, it will be remembered, afterward became a general and was killed in the Philippines.

On the death of his brother, Dr. F. H. Terrill, Dr. George M. Terrill took hold of his practice in San Francisco, and has since remained here, building up a high-class patronage, and besides attaining high rank as a physician, taking an active part in civic affairs, so that he may well be classed one of those who has been a factor in the city's upbuilding and progress. He also has taken a deep interest in the affairs of the national guard, of which he is a past brigade surgeon. He belongs to several social clubs, being a director in the Southern Club.

Dr. Terrill was married, June 19, 1899, to Anne Hutton, of Hertfordshire, England, and they occupy a prominent position in social circles.









Patrick J. Kardan  
Archbishop of San Francisco



Patrick J. Kiverson  
Rector of St. Francis

## Patrick William Riordan, R. C.



IN THE growth and advancement of the historic Roman Catholic church, her priests and prelates play the constructive part. Her success as a force for good is directly due to the devotion, faith and example of her laymen. But it is the zeal and unselfish labor of her priests that makes the church organization in any parish, diocese or archdiocese a potent factor for religious and moral uplift. San Francisco, therefore, gladly pays tribute, brushing aside all lines of denomination or sect, to the good works of the Most Reverend Patrick William Riordan, who since 1884 has been archbishop of San Francisco, one of the largest and most cosmopolitan geographical divisions of the church.

Archbishop Riordan was born at Chatam, New Brunswick, August 27, 1841, a son of Matthew and Mary Riordan. In 1848 he removed to Chicago with his parents. He began his education in the higher branches at the University of St. Mary of the Lake, in Chicago, and later attended the University of Notre Dame. He was sent to the American College at Rome to prepare for the priesthood, but owing to ill health he removed to Paris, where he continued his studies, and later to Louvain, Belgium, from the university of which he graduated in 1865. On June 10, of that year, he was ordained priest at Mechlin, Belgium, by Cardinal Engelbert Sterecks. He then returned to Chicago, where from 1865 to 1868 he held the chair of ecclesiastical history, canon law and dogmatic theology in the Seminary of St. Mary of the Lake, in which, in years gone by, he had been a student.

In 1868 he was assigned to parochial work as rector of the church at Woodstock, Illinois, and later as rector of St. Mary's church at Joliet, Illinois. From 1871 to 1883 he was rector of St. James', Chicago, where he built the present magnificent church, and where during the twelve years of his efficient pastorate he organized and developed one of the largest and most important parishes in that city. Under his direction also the parochial schools in charge of the Sisters of Mercy were erected.

It was while pastor of St. James' that he received the notice of his appointment as titular archbishop of Cabasa, and coadjutor, with



the right of succession, to Most Reverend Joseph S. Alemany, archbishop of San Francisco. He was consecrated bishop at St. James' church, on September 16, 1883, by Archbishop Feehan, assisted by Bishop McCloskey, of Louisville, Kentucky, and Bishop Chatard, of Vincennes, Indiana. In his new capacity he participated in the Third Plenary Council of Baltimore, in 1884. He succeeded to the archbishopric of San Francisco, December 28, 1884.

From that date up to the present time, for more than a quarter of a century, he has devoted his great abilities to the upbuilding of religion in this diocese. The cathedral on Van Ness avenue, and the large, splendid seminary at Menlo Park are directly due to his zeal and energy, while all over the diocese numerous churches, schools, convents, hospitals and homes bear visible testimony that under his watchful supervision, wise initiation and fostering care the institutions of his church have kept pace in their development with the growth of the community.

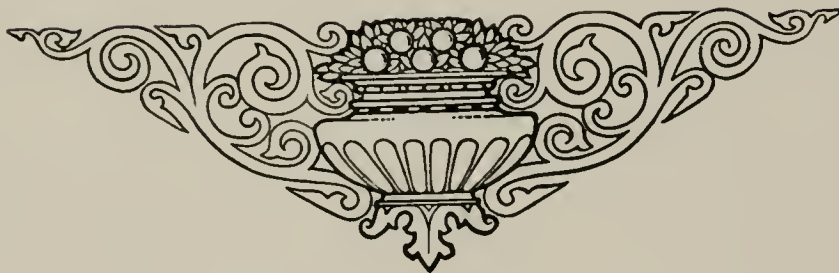
What he has done for religion on its more intimate side may perhaps be best indicated by enumerating the religious communities which he has established here to meet the various charitable, educational, moral and religious needs of his people. It is due to his invitation that we have working in our midst, in their several fields, the Paulist Fathers, the Marist Fathers (for the French), the Salesian Fathers (for the Italians and Portuguese), the Fathers of the Sacred Heart, the Capuchin Fathers, the Sulpicians (for the education of priests) and the Brothers of St. Mary; and of women communities, the Sisters of the Blessed Virgin Mary, the German Dominican Sisters, the Franciscan Sisters, the Sisters of the Holy Cross, the Sisters of Providence, the Ladies of the Sacred Heart, the Helpers of the Holy Souls and the Carmelites.

All these communities laboring in their several spheres, touch intimately, and build up in the minds and hearts of large numbers of the people of our community, the moral and religious principles which are the invisible foundations upon which social, civil and commercial life must rest.

In these many ways Archbishop Riordan has witnessed and has been greatly instrumental in promoting the development of the metropolis of the Pacific coast. By the bishops of his province and by the priests of his diocese he is much beloved, and by the community at large he is held in the highest esteem.

It should be added as a point of historical interest, that it was through him that the famous case of the Pius Fund of the Californias was finally brought, in 1902, for adjudication before the Hague tri-

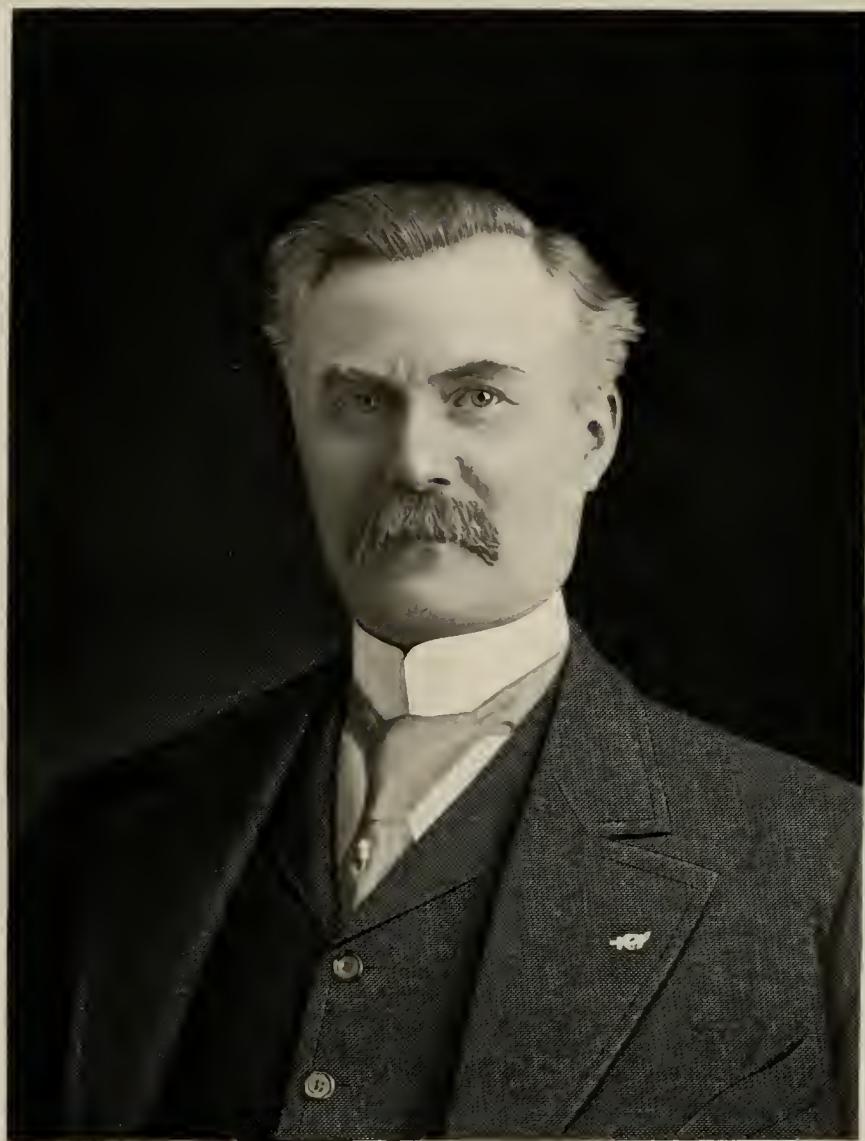
bunal, where it was the first case to be decided by that newly constituted international court. That a unanimous decision was given in his favor by the five judges adds the element of happy completeness to this interest.











*Erik Lindblom*



Erik Lindblom

## Erik Olof Lindblom



ERIK OLOF LINDBLOM, the president of the Swedish American Bank of San Francisco, was born in Dalarna, Sweden, June 27, 1857, his parents being Olof and Brita (Olofson) Lindblom, the former at one time a teacher in the schools of Dalarna. Mr. Lindblom attended the Hede public schools of Sweden until graduated in 1871 and during the succeeding four years he studied at intervals in London, England, attending the London Polytechnic School of the Young Men's Christian Association while working at the tailor's trade, which he had previously learned. After five and one-half years spent in London, he traveled over a large part of Europe, and then sailed for America, arriving in New York in 1886. He there worked at his trade until 1888, but he heard the call of the west and in that year went to Butte City, Montana, where he again engaged in tailoring and also became interested in gravel mining. For five years he remained a resident of that city and then came to San Francisco, where he arrived on the 15th of September, 1893. Here he resumed work at the tailor's trade and then moved across the bay to Oakland, where he opened a tailoring establishment of his own. During the years thus spent he became greatly interested in the opportunities offered for the development of mining properties, especially in Alaska. Stories of the wonderful discoveries there made had been brought down the coast and on the 27th of April, 1898, Mr. Lindblom shipped before the mast on the bark Alaska, commanded by Captain Barney Cogan, and thus started for the mining fields of the far north.

He landed on the shore of Grantley Harbor at Port Clarence on July 5, 1898, Captain Cogan sending him and others ashore for fresh water. It was at this point that Mr. Lindblom determined to leave the vessel and make his way to Golovin bay, where a mission and trading post had been established, and to St. Michael and Dawson, where gold had been found the previous year. He had money, but no food except what he could obtain from the natives, and they would not accept paper money, as they often had been cheated with bogus currency. He knew the hardships and faced them bravely, but on account of the floods prevailing during that time of the year, he acted

on the advice of a prospector whom he chanced to meet and walked back to Port Clarence, hoping that the Alaska had left port. But the Alaska was still there. Knowing full well the consequences of deserting from the ship, he secured the aid of an Eskimo chief, who aided him to escape by taking him in his walrus-hide boat and landing him at the mouth of the Egoshoruk river, known as the Snake river, now the site of Nome, Alaska—a site which has also been the scene of many exciting episodes connected with the gold discoveries in Alaska.

Mr. Lindblom began prospecting there, and at the mouth of Dry creek, on a bar, he found "colors." He went to Dexter's trading station on Golovin bay with his Eskimo pilot, arriving there July 18. He told of his discovery to the trader at the post, John A. Dexter, who wanted to send him back on a prospecting trip, but he accepted some prospecting work offered him by N. O. Hultberg, the missionary at Ophir creek. He then prospected in that region on Ophir creek and there later met John Brynteson and John L. Hagelin, and a few days later, Japhet Lindeberg. The former had also "found colors" in the Consel City district, and Mr. Lindblom joined forces with these men. They rigged up an old scow and set out on a return trip to the scene of his discovery. On the 15th of September, 1898, they landed at the mouth of the Snake river and began prospecting. A week later they made discoveries and locations on Anvil creek and returned to Golovin bay for more supplies, but by the beginning of winter they again returned to Anvil creek and measured and staked out their claims in compliance with the law. Within three days the partners panned and rocked out more than eighteen hundred dollars in gold dust. This incident well establishes Mr. Lindblom's right to the claim that he was the original discoverer of the Nome gold fields, proven by the first name on the discovery claim. He there continued until 1899 and laid the foundation of the beginning of his mining activities in the far north. In that year he returned to San Francisco and invested in real estate. In 1901 he went to Mexico and became interested in electric light, power, water and telephone development, and has since that time had absolute ownership of the Parral Electric, Water & Telephone Company of Parral, Mexico. From time to time he increased his holdings in real estate and became more and more extensively interested in mining and other operations on the coast. In 1908, in association with others, he established the Swedish American Bank of San Francisco, which in 1910 amalgamated with the International Banking Corporation. He has many financial and commercial interests, being president and sole owner of the



Greenville Mining Company, the Parral Electric, Water & Telephone Company; vice president of the Pioneer Mining Company of Nome, Alaska; president of the Swedish American Bank of San Francisco; a member of the advisory board of the International Banking Corporation and a director of the Davison-Ward Lumber Company and of the Claremont Hotel Company. Mr. Lindblom's interests have thus grown in volume and importance until they place him with the capitalists of the coast and his projects generally have been of a character that has contributed to public prosperity as well as individual success.

Mr. Lindblom was married on June 1, 1903, in San Francisco, to Miss Hannah Sadie Ulrika Sparman, of Oakland, California. By a former marriage he has two children: Brita, who is completing her education in vocal and instrumental music at one of the large conservatories in New York city; and Olof, who is a student at the University of California and will graduate in 1915. Mr. Lindblom has attained high rank in Masonry, being a life member of Balder Lodge, No. 393, F. & A. M.; King Solomon Chapter, No. 95, R. A. M.; California Commandery, No. 1, K. T.; California Consistory, No. 5, S. P. R. S.; Islam Temple of the Mystic Shrine; and California Chapter, No. 183, O. E. S. He is likewise a member of Oden Lodge, No. 393, I. O. O. F., and of Oakland Lodge, No. 171, B. P. O. E., of which he is a life member. He also belongs to the Swedish Club of Seattle, is a life member of the Arctic Club of that city, a life member of the Swedish Society of San Francisco and a member of the Olympic Club of this city. His history is replete with thrilling and exciting incidents relative to his experience in the Alaska gold fields. As the years have passed his labors have been crowned with success, bringing no feeling of regret that he left his native land for the new world. In this country, where opportunity is open to all, his advancement has been continuous and his progress has placed him among the financiers of San Francisco.







*N. E. Auman*





*N. C. Brown*

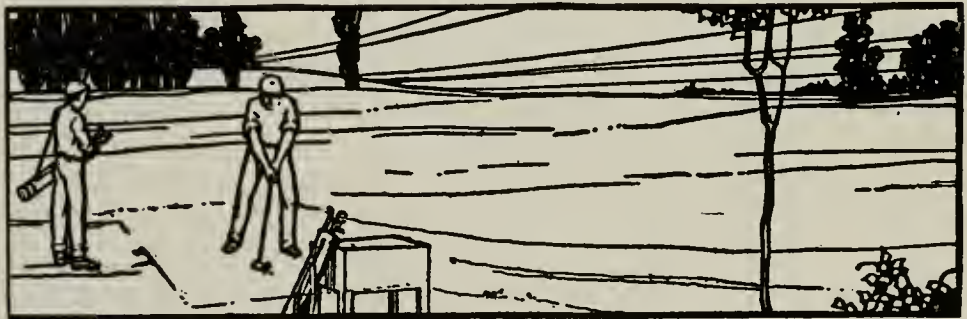
## William Edmond Amann



WILLIAM EDMOND AMANN, resident general manager at San Francisco for the Galena Signal Oil Company of Franklin, Pennsylvania, was born at Goderich, Ontario, Canada, of Alsacian parents, March 12, 1860, a son of Jacob and Martha Amann. After attending the public schools of Toronto he continued his education in the Ontario College of that city and later entered the Trinity Medical College there. With the completion of his more specifically literary course he entered the employ of the Grand Trunk Railroad Company, with which he remained for about three years. He then went to New York city in the spring of 1879 and while in the eastern metropolis attended the Bellevue Hospital Medical College. In 1880 he returned to Canada and entered the employ of the Northern Railroad of Canada, continuing with that corporation until the spring of 1881, when, at Chicago, he became connected with the Chicago & Alton Railroad Company. In 1882 he entered the employ of the Canadian Pacific Railroad Company at Winnipeg and assisted in building the line west from that city, being in the operating department under W. C. Van Horn, now Sir William C. Van Horn. In 1883 he connected with the Chicago, St. Paul, Minneapolis & Omaha Railroad, a part of the Northwestern system, and continued with them until 1896. In that year he arrived in San Francisco and took charge of the railway interests for the Galena Signal Oil Company of Franklin, Pennsylvania, and has been general manager of their business at this point since. He has also made investments in oil property and railway supplies and is regarded as a strong and forceful business man whose enterprise, energy and ability have carried him into important relations. His experiences in railway connections have been most varied and the story would be a most interesting one if written in detail, but Mr. Amann is modest, inclined to talk little of himself and prefers to be judged by what he does rather than by what people say of him.

In Bloomington, Illinois, in 1883, Mr. Amann was married to Miss Kate Richards, a daughter of John M. and Sarah Richards, and to them were born four children: Jacob, deceased; Ethel, who is married; Frances, who has also passed away; and Gladys. Mr. Amann

is very prominent in fraternal and social circles, holding membership with the Masonic lodge at Eau Claire, Wisconsin; the Elks lodge at Oakland, California; the Independent Order of Foresters at St. Paul; the Bohemian and Transportation Clubs of San Francisco, and the Jonathan and California Clubs of Los Angeles. His business interests have brought him a wide acquaintance throughout the state and the policy which he pursues in business affairs, combined with pleasing social qualities, have made him popular wherever he is known.









*Charles Patton*



*Charles H. Patton*

## Charles Lewis Patton



**C**HARLES LEWIS PATTON, attorney at law, was born in Petaluma, California, June 24, 1864, his parents being Charles and Elizabeth L. (Clark) Patton, both of whom were natives of Philadelphia, the former born in 1814 and the latter in 1827. The Patton family was established in America by the grandfather of Charles L. Patton, who came from England about 1780 and settled in Philadelphia. On the maternal side the ancestry is traced back to Jonas Clark, a ruling elder of Cambridge, Massachusetts, in 1630, and George Gray, who settled in Philadelphia in 1745, and for whom Gray's Ferry, a large section in the southern part of that city, was named. He is also a descendant of Colonel George Gray, who served with that rank on Washington's staff in the war of the Revolution. Members of both the Patton and Gray families were prominent in Philadelphia. Charles Patton, the father of C. L. Patton, was a California pioneer, coming to this state in 1847, ere the discovery of gold, when California was largely under Spanish rule. In 1862 he returned to Philadelphia, where he was married and then brought his bride to the coast.

Charles L. Patton acquired his early education in the schools of San Francisco and then went to Philadelphia, where he completed his studies in the high school of that city. He then entered upon the study of law in the office of R. H. Hinckley, and upon his return to San Francisco continued his law studies until admitted to practice in the state supreme court in January, 1887, and later in the federal courts. He rose rapidly in his profession and now has an excellent practice in civil law. He has been and is the legal adviser of many of the largest corporations of the city and his practice is of a very extensive as well as important character, indicating the creditable position which he has won as a representative of the San Francisco bar.

On the 4th of June, 1887, Mr. Patton was married to Miss Virginia M. Bowen, at Oakland, California, who died at Cape May, New Jersey, August 17, 1900. Mr. Patton is a valued and prominent member of various fraternal organizations. He belongs to the Masonic lodge, in which he has attained high rank and honors, having been grand master of the state in 1900. He was also grand high priest

of the Grand Royal Arch Chapter, of California, in 1904, and grand chancellor of the Knights of Pythias in 1898. He is likewise a member of the Benevolent Protective Order of Elks, the Independent Order of Odd Fellows and the Native Sons of the Golden West. He has always taken an active interest in politics as a supporter of the republican party but not as office-seeker. However, he was induced to accept the candidacy for mayor of San Francisco on the republican ticket in 1898. He was opposed by James D. Phalen, democrat, who was up for reelection. Mr. Patton was defeated but polled the largest vote ever received by a republican candidate for that office up to the last city election, which elected the present mayor, James Rolph, Jr., who was the republican and reform candidate. Mr. Patton is a man of splendid physique, large and well proportioned and of commanding presence. He is a deep reader and close student, has marked intellectual force and comprehensive knowledge of things of general interest as well as of the law. He is a great lover of books and possesses a fine library of miscellaneous as well as legal volumes, including many rare and valuable editions. However, he regards the practice of law as his real life work, and it is a dull mind that does not respond to the touch of his thought, to the play of his fancy and to the force of his logic.







*William L. Schmitt.*



*Wm. J. Brown*

## Milton L. Schmitt



AN FRANCISCO has furnished her full quota of eminent men to California, men of pronounced ability who have become leaders in statecraft and whose influence has always been given to progressive work along constructive lines and has always reflected the best and highest purposes of the public life of the state. Milton L. Schmitt stands high among them, not so much by reason of the distinction he has won in politics, though this is important, as by reason of the exceptional work he has done along lines of expansion and development and because his efforts have been and are still steadily directed toward the things which are of lasting benefit to the people of his native city and state.

Mr. Schmitt was born in San Francisco, February 4, 1877, a son of Maurice and Ella (Lewis) Schmitt, both representatives of pioneer California families. The second directory of the city, published in 1851, gave the names of both the Schmitt and Lewis families. The paternal grandfather, Blaise L. Schmitt, born in Alsace, France, was of French lineage. When a young man he came to New York city, thus founding the family in America, and there he engaged in the mercantile business for a few years, remaining in it until about 1851, when he came to San Francisco and became active in the same line of work in this city. The remainder of his life was spent here and although he retired from business in the early '70s, he was active in municipal affairs for many years. He lived until 1906, when, only a month after the great disaster, he died at the advanced age of ninety-five. He had married before leaving Europe and he and his wife became the parents of nine children: four daughters, of whom two are living; and five sons, two of whom have passed away. The maternal grandfather of the subject of this review was Phillip Lewis, who was born near London, England, and who came to New York city when he was a young man. He there married Miss Rosalie Furst, also a native of England, and they afterward came west, arriving in San Francisco about the time the Schmitt family made their first location here, probably in 1850. Phillip Lewis had been engaged in the mercantile business in New York and continued in this line of



occupation after his arrival in San Francisco. Some time in the '80s his three sons established the Honolulu mercantile firm of Lewis & Company and this existed until 1910, when the three partners retired from active life. The father died in 1908, at the age of eighty-two, and his wife survived him until April, 1911. They were the parents of seven children who reached maturity: three daughters, of whom two are living; and four sons, three of whom survive.

Maurice Schmitt, the third son of Blaise L. Schmitt and the father of the subject of this review, was born in New York city about 1851. He was brought to San Francisco before he was one year old and here grew to manhood, acquiring his education in the city schools. After its completion he engaged in the brokerage business in partnership with his two brothers under the firm name of J. L. Schmitt & Company. The partners were J. L. Schmitt, now treasurer of the Western Fuel Company; Charles A., deceased; and Maurice. They were heavily interested in the Sutter Street Railroad until that system was absorbed by the United Railroads. Afterward they engaged in various other important enterprises, working together until the late '90s, when the firm dissolved partnership and Maurice Schmitt retired. He was married in San Francisco, May 3, 1876, to Miss Ella Lewis, the eldest daughter of Phillip and Rosalie (Furst) Lewis. Mrs. Schmitt was born and educated in San Francisco. She and her husband had three children: Milton L., of this review; Edythe, the wife of Carl M. Forsch of New York; and Aimée, who married Joseph M. Shear, of New York city.

Milton L. Schmitt acquired his early education in the public schools of San Francisco and was later a student in the University of California. He was graduated from the Hastings College of Law in May, 1899, and was in the same year admitted to the bar. He then entered the offices of Naphtaly, Freidenrich & Ackerman and although Mr. Naphtaly and Mr. Ackerman have since passed away, he is still associated in the practice of his profession with Mr. Freidenrich. Mr. Schmitt has always confined his work to civil practice and has attained a commanding position in this branch of the legal profession. He began his public career, in which he has done such honorable and worthy work, in 1907, when he was a candidate for the office of delegate to the third republican convention of this city; an assembly which nominated Daniel Ryan for mayor. In the following year, 1908, the convention nominated Mr. Schmitt as the republican candidate for the state assembly from the fortieth district and he was elected by a large majority for the term beginning January 1, 1909, and ending December 31, 1910. In the first year of his service he

was chairman of the assembly committee on universities and was one of the promoters of the purchase of Strawberry Canon as an addition to the State University grounds. He also did much effective work in promoting the passage of an act which gave to the University of California an income based on the rate of three cents on each one hundred dollars of valuation, whereas it had previously been based on a rate of two cents. During the following months he was successful in securing the passage of bills amending the McEnerny act, which proved to be important in restoring titles of land, made necessary by loss of the public records in the great fire of 1906. Other bills of the same nature have since been supported by him and passed, owing largely to his effective work. During his first term in the state legislature Mr. Schmitt was present in an official capacity at the Alaska-Yukon-Pacific Fair in September, 1909. In 1910 he was chosen as a republican nominee and was again elected to represent the same district, a fact which proves the able and beneficial work which he did and the high standards for which he stood. His political strength was at that time increasing rapidly and in 1911 he made the race for speaker of the house, but withdrew in favor of Mr. Hewitt. Mr. Schmitt was the author of a bill in February, 1911, regulating the taxation on automobiles, a measure which would have resulted in an increase in the state revenue from this source, amounting to three-fourths of a million dollars annually. This measure, however, did not become the law. In the session of 1911 Mr. Schmitt was made chairman of the committee on commerce and navigation, which had charge of the harbor bills, the passage of which resulted in giving municipal control of the water fronts to the cities of Oakland, Los Angeles, San Diego and Long Beach. The bills became laws because Mr. Schmitt personally secured from his city the ten votes necessary to carry them. He has had charge of practically all exposition matters from the time the first measure relating to the fair came before the California legislature and is today one of the greatest individual forces in the promotion and support of this great project. In the special session of 1910, which was called for the purpose of raising funds for the exposition, he introduced assembly constitution amendment No. 33, which gave to the city and county of San Francisco the right to bond itself to the extent of five million dollars for exposition purposes. The special session had another purpose, that of giving the state of California the right to tax itself for an equal amount, and this measure was introduced by Senator Wolfe and passed almost unanimously.

Milton L. Schmitt did such able work during his two terms in the state assembly and displayed such broad and intelligent public spirit

in all of his activities that in 1912, after the districts had been rearranged and the state reapportioned, he was chosen as republican candidate for the assembly to represent the new thirty-first district, embracing the most select residence district and the most wealthy and important business section of San Francisco. This was his third appearance before the people as a candidate and he was at this time more vigorously opposed than in the past. Nevertheless he was accorded the largest majority he ever received, triumphing over democratic and bull moose opposition by twenty-two hundred and eighty votes, notwithstanding the fact that his district was carried by President-elect Wilson by two thousand two hundred and twenty votes, Mr. Schmitt thereby running forty-five hundred votes ahead of the republican ticket in his district. Throughout the entire time that he has served in the assembly he has fought as vigorously for every measure of benefit to the city of San Francisco as he has fought and worked for the success of the Panama-Pacific Exposition. To him more than to any other man is due thanks for arousing the people of the city to a realization of what state control of their harbor means to them in competition with other California cities authorized to operate free ports and to him is due also the gratitude of the citizens of San Francisco for making them realize that the state bonds for the improvement of the harbor were unsold and unsalable. He it was who introduced the bill providing for four additional superior judges for the city, a measure which was vetoed by Governor Johnson, his act compelling the taxpayers to bear the expense of maintaining the four extra sessions of courts. It was Mr. Schmitt who led the fight to prevent the administration from depriving the city of one of the seats in the assembly to which she was entitled under the constitution, and it was he who planned the coup which resulted in giving San Francisco a fair congressional reapportionment.

On the 12th of February, 1900, Mr. Schmitt was united in marriage to Miss Helen Alexander, a daughter of the late S. O. Alexander, the founder of the firm of Hoffman, Rothchild & Company, which until his death was known as Hoffman, Alexander & Company. Mr. Schmitt is well known in social circles of the city and is a member of the Concordia and Alta Clubs. He is a man of genial and pleasing personality and his attractive qualities have drawn to him many friends. He has made the betterment of San Francisco the end and aim of all his activities. For the welfare of the community he works early and late, giving to the city the services of a rarely gifted politician, of a business man of exceptional ability and of one of the most able and forceful lawyers in this part of the state. All that he does



he does ably and well, working earnestly toward the development of the city in which he lives, along educational, moral and material lines—a life work guided in its activities by sound ability and practical judgment but, like all true and worthy accomplishment, built on idealism.











A. C. Rulofson



A. C. Kullgren



## Alfred Currie Rulofson



AMONG the men who have been active in inaugurating and shaping the history of the industrial and business development of San Francisco Alfred Currie Rulofson occupies an honored place, not only by reason of the tangible results he has achieved along constructive lines but also because of the standards of efficiency and progress he has instituted and developed. He is at present connected with the A. C. Rulofson Company, western sales managers, for leading iron and steel manufacturers of Pennsylvania and Ohio, and by virtue of this as well as his many other interests and activities is a commanding figure in business circles. He was born in Sonora, Tuolumne county, October 26, 1853, and is a son of William H. and Amelia V. (Currie) Rulofson, the former a native of Maine and the latter of St. Johns, Newfoundland. The father was one of the earliest pioneers in California and during his long life in the state was one of the dominating forces in its business advancement. In his early life he fitted out a small sailing vessel at St. Johns, Newfoundland, and with it sailed around the Horn to California, settling in Sonora, Tuolumne county, in 1851. He followed mining successfully for a year or more and then sent for his wife, meeting her in Missouri and with her going across the plains, driving ox teams. The journey required several months to accomplish and they arrived in California in 1853, taking up their residence in Sonora. Here the father resumed mining but later established a photograph gallery in the town, an enterprise which was the first permanent one of its kind in the state and which is still in operation, never having been closed since Mr. Rulofson opened its doors to the public many years ago. In 1861 the father of our subject came to San Francisco and here organized the firm of Bradley & Rulofson, photographers. The enterprise became world-famous and the work done by the firm took gold medals at the Philadelphia and Paris Expositions. Something of the eminence which Mr. Rulofson attained along this line is evidenced by the fact that in 1862 he was commissioned by the secretary of war to take photographs of the fortifications at San Francisco, to be submitted to the war depart-

ment. When he had almost completed this work he himself, his gallery and his home were seized by order of the United States marshal and all of the negatives and photographs destroyed, it being charged by the editor of a San Francisco paper that the work was being done in the interests of the Confederate states. Mr. Rulofson was subsequently released and entirely exonerated, receiving full compensation from the war department for the property destroyed. He continued to be engaged in the photographic business until 1878, when he met his death by falling from the roof of his gallery. He was a unique figure in San Francisco in his time and his name was a household word in the early city. A spirit of initiative and genius for organization distinguished all of his activities and this, combined with a certain rare force of personality, made him prominent and well known throughout California. He was a firm believer in the advantages of advertising and adopted many unusual methods to bring his work to public notice. Upon the use of the first United States gold notes he had a facsimile plate made identical in size and color with the government notes with the exception that Mr. Rulofson's read that they were good for one dollar in trade at his gallery. So similar were they to the government money that illegitimate use was made of them among the ignorant and unscrupulous and this abuse led to the order of the United States government making it a felony to imitate the coin, currency or any circulating medium of the country or to use any such imitations for advertising or for any purpose whatsoever, an order which has been retained in force to the present day. Mr. Rulofson also installed in his gallery the first passenger elevator in San Francisco and the only elevator at that time in use in a photographic studio in the entire world. He advertised this extensively and to this day many old photographs can be found in San Francisco taken by him and bearing the legend "The only elevator in the world connected with a photograph gallery." Mr. Rulofson is distinctly and happily remembered by old residents of the city as a man of marked individuality and force of character, possessed of business talents almost unique in the history of San Francisco and a capacity for making friends which amounted almost to genius. His memory is still strong in the hearts of those who knew him and it is no unusual occurrence for his son to be accosted by his father's friends with a joking reference to "The only elevator in the world." He was also an author of note and his book, "The Dance of Death," which was a ritualistic attack on the immorality of round dancing, became famous and was widely discussed both by churchmen and laymen throughout the world.

Alfred C. Rulofson acquired his education in the public schools of Sonoma and San Francisco and at Brayton's College in Oakland, which he left in 1868 in order to enter the employ of the San Francisco branch of the Russell & Erwin Manufacturing Company, manufacturers of iron and steel. He remained with them for two years but in 1870 transferred his interests to the firm of Baker & Hamilton, with whom he rose rapidly, eventually becoming business manager of the concern and continuing in this capacity until 1904. Baker & Hamilton, now operating as an incorporated company, were pioneers in their line of business in San Francisco. They are importers and jobbers of hardware, agricultural implements, vehicles, bicycles, creamery outfittings and supplies, engines, boilers, etc., and today own one of the largest enterprises of this kind on the Pacific coast, much of their growth and development being due to the business talents of Alfred Rulofson who worked in their interests for so many years. His connection with Baker & Hamilton continued until 1904, when, recognizing the broader opportunities and the greater scope for his activity in independent work, he established himself in business. He organized the A. C. Rulofson Company, western sales managers for a number of leading manufacturers, among them being the J. C. Pearson Company, manufacturers of "cement coated nails;" the Harrisburg Pipe & Pipe Bending Company; the Illinois Malleable Iron Company; and the Thomas Steel Company. He has the western agency also for the tin plate manufactured by the McKeesport Tin Plate Company; for the chains made by the Standard Chain Company; and for all the products of the Bettcher Manufacturing Company, makers of wrought washers, copper gaskets, etc. He is agent for the Osgood Scale Company, manufacturers of wagon, platform and counter scales; for the Edwards Manufacturing Company, makers of conductor pipes, elbows, eave troughs, stovepipe and drip pans, and he acts in the interests also of Charles Morrill, maker of the Morrill saw sets, bench stops and nail pullers. He also deals in the products made by the Success Manufacturing Company and the Savage Tire Company. Mr. Rulofson has the distinction of being the pioneer dealer in fireproof metal windows and doors and it is largely due to his efforts that San Francisco is today conceded to be one of the most fireproof cities in the world. He developed the Rulofson Underwriter fireproof metal windows, recognized as the standard by the United States fire insurance underwriters and this, together with other fireproof materials, such as sheet metal, steel office furniture, etc., is manufactured in great quantities by the Rulofson Metal Window Works, a concern owned and operated by the



subject of this review. The enterprise gives employment to a large number of skilled workers and manufactures the largest line of fire-proof supplies of this kind upon the Pacific coast. In its management as well as in the control of the affairs of the A. C. Rulofson Company, Mr. Rulofson has displayed his father's initiative spirit and organizing genius, and, never fearing to venture where favoring opportunity has led the way, has reached a commanding position in connection with one of the most extensive and important productive industries upon the Pacific coast. One interest alone, however, does not indicate the scope of his activities, for his efforts have extended to many lines covering commercial, industrial and financial interests, and, aside from all these fields in which his labors have brought him profit, he has put forth effective efforts for the benefit and upbuilding of the city, cooperating largely and generously where the general welfare of the community has been involved. He was vice president of the former Manufacturers' and Producers' Association of California and is today president of the Pacific Coast Jobbers' and Manufacturers' Association. He has been for a number of years president of the Home Industry League of California, in the interests of which he has been a faithful and efficient worker. In this connection his accomplishments have been tangible and beneficial and have resulted in a general spread of public sentiment in favor of the consumption of home products and the use of those things made by the industries of the state. Mr. Rulofson operates his own business upon this principle, refusing to sell the products of eastern manufacturers which conflict with those made by state concerns. He has done splendid work for San Francisco and for California, working steadfastly in the interests of the city and state and making his native talents subserve the demands of every social and industrial development.

Mr. Rulofson has been twice married. His first union was with Julia W. Hunt, whom he wedded in San Francisco, July 3, 1872. They became the parents of five children: Julia W., who married Joseph E. Cutten, of San Francisco; Alfred C., Jr., who married Miss Laura Carmney; Clara E., the wife of Henry Platte, of Portland, Oregon; Violet E., now Mrs. Zadie Riggs, of Salem, Oregon; and Gladys J., who married Carl Platte, of San Francisco. After the death of his first wife Mr. Rulofson married in Boston on February 1, 1902, Miss Hannah B. Entwistle, a native of St. Johns, Newfoundland, and they are well known in social circles of San Francisco.

Mr. Rulofson is a member of the Episcopal church and his political allegiance is given to the republican party. He has important fra-



ternal connections, being a member of California Lodge, No. 1, F. & A. M.; California Chapter, No. 5, R. A. M.; Golden Gate Commandery, No. 16, K. T.; and Islam Temple, A. A. O. N. M. S. He has probably the most extensive acquaintance of any man in the coast country and his friends have been drawn to him by the personal or human element in his character, which warms and dignifies all of his work and activity. Broad-minded and liberal in his views, he has wrought along lines of the greatest good to the greatest number and his worth as a man and a citizen is widely acknowledged.









*T. S. Wood.*





*T. S. Hunt.*

## Thomas Sumner Minot



**T**HOMAS SUMNER MINOT, a representative of the California bar since 1901 and a heavy operator in oil lands in the southern part of the state, was in early manhood accorded liberal opportunities and good advantages which he utilized to the utmost, thus developing his latent talents and powers and reaching a position among the successful professional and business men of the west. He was born in Brunswick, Maine, August 16, 1862, his parents being Alexander Baker and Mary (Ramsdell) Minot, both of whom were natives of the Pine Tree state. The ancestry of the family is traced back in direct line to Elder George Minot, of Salem, Massachusetts, who was a son of Thomas Minot, Esquire, secretary to the Abbott of Walden, in Essex, England, and he in turn was a descendant of Sir Thomas Minot, notary to King Edward III of England and a Norman by birth.

Thomas Sumner Minot attended the public schools of Brunswick, Maine, and in 1879 and 1880 was a pupil in the Lord street Commercial College of Liverpool, England. While pursuing his course there he also took a six months' course in a nautical school in Liverpool and then entered upon the study of law which he practiced for three years with Hon. John A. Gray and General J. M. Siglin, of Marshfield, Oregon, as his preceptors. He was admitted to the bar at Salem, Oregon, in 1896; to the United States district and circuit court of northern California, September 10, 1909; and admitted to the United States court of appeals, October 6, 1909. Mr. Minot removed from Oregon to California in 1901 and on the 1st of July of that year was admitted to practice at the bar of this state. No dreary novitiate awaited him in his profession. His clientage grew rapidly and the litigated interests entrusted to his care were of an important character. He was the first attorney to start active litigation against the land grants on this coast, attacking the Coos Bay wagon road grant in 1907, while in 1909 he brought suit against the Southern Pacific Railroad Company in the southern part of California for the purpose of setting aside the patent to about one hundred million dollars of oil lands in the vicinity of Coalinga. The nature and importance of his law practice places him at once among the capable and promi-

nent representatives of the profession in the state. The involved complexity of cases serves but to call forth his zeal and indefatigable energy and the careful preparation of his cases combined with his clear and forceful presentation before the courts has won him many notable cases. He is personally quite heavily interested in oil lands in the southern part of the state, his properties there returning to him a gratifying and substantial annual income.

At no time, however, have Mr. Minot's interests and activities been confined to professional and business affairs. He has ever recognized his duties of citizenship and has taken helpful part in promoting many progressive public movements. He became recognized as a leader of the republican party in Oregon and in 1891 became a candidate for the position of representative but, together with the democratic candidate, J. J. Lamb, was defeated by the populist candidate J. S. McEwan. That section was the hot bed of populism in the northwest and all of the county officers were elected at that time and held their strength up to the next election when their candidate for congress, W. S. Vanderburg, was fraudulently defeated at the polls. From that time on the power of the populist party of that section and elsewhere continued to wane and finally died out entirely. Questioned as to his political views at the present time Mr. Minot replies that he is a democrat and a LaFollette republican. He became a member of the Wilson Progressive League under the leadership of Rudolph Spreckels. In other words he is independent enough to support the men or measures that he deems will promote the best interests of the country, nor does he hesitate to champion the cause if he thinks it an essential factor in good government. The military chapter in his life history has to do with the Spanish-American war, for in 1898 he organized a company of one hundred and three men of which he was chosen captain. They recruited and drilled, hoping to be called out for active duty, but the peace of Paris was declared before the call came.

Mr. Minot is well known socially. It is characteristic of him that he should occupy a position of leadership in the various relations of life, professional, commercial and political, for his salient qualities are those which ever command a strong following. He has accomplished much in both a professional and business way, his achievements ranking him among the leading lawyers and oil men of the state.







Fred. W. Gaudin



*Wm. H. C. ...*

## Fred A. Gardner



FRED. A. GARDNER, consulting engineer and marine surveyor, his ability, especially in the latter line, gaining him a position of leadership, has throughout the greater part of his life been a resident of California. The width of the continent, however, separates him from his birthplace for he is a native of New York city. He was born August 26, 1866, of the marriage of I. G. and Margaret (Sizer) Gardner. The former came to California in 1870, settling in the San Joaquin valley where he remained for a year, after which he established his home in San Francisco and was a resident of this city to the time of his death, in 1910. He was prominently identified with colonization and farming projects in the San Joaquin valley and also engaged in the insurance business in San Francisco. His wife died in 1905.

Coming with his parents to California in 1870, Fred. A. Gardner was educated in the public schools of San Francisco and subsequently served as apprentice in the Aetna Iron Works, there obtaining considerable experience as an engineer. At the time the Northern Pacific Railway extended its line into the northwest he went to that section of the country and for a year was in the employ of the company as an engineer. He next went to sea and for seven years was a marine engineer for the Oregon Railroad & Navigation Company and the Pacific Mail Steamship Company. He then returned to San Francisco and became an engineer for the United Railroad Company of this city with whom he remained for six years, during which time he had charge of several important projects, among them being the erection of the first electric plant built by the company, its location being at the foot of Tenth and Bryant streets. After completing that work with the United Railroad Company he became chief engineer for the Union Iron Works, the foremost ship-building concern on the Pacific coast and among the foremost in the world. While with them he had a part in the construction of many vessels, including the United States ships Wisconsin, Ohio, Wyoming, Perry, Paul Jones, Preble, California, South Dakota, Milwaukee, Tacoma, Spokane, Alaska, Arizonian, Mexican, Californian, Columbian, Isthmian and Maunakea; the United States submarines, Grampus and Pike; the ferry

boat Tamalpais, the tug Manhulata; the Union Oil Tank steamer Whittier and the conversion of several other cargo vessels to tankers. He represented the Union Iron Works during the year guarantee period in Japanese waters and made the final delivery of the imperial Japanese cruiser Chitose for which the final payment of forty-seven thousand dollars was made four months before it was due.

Since leaving the Union Iron Works Mr. Gardner has been engaged in the private practice of his profession as a consulting marine engineer and has a very extensive practice. He is also marine surveyor for Lloyds' agents, his duties in the latter connection being the examination of vessels in connection with claims for insurance. Continuous reading has promoted his knowledge, and broadening experience has advanced his efficiency until he is today recognized as one of the foremost marine engineers of the country, having few equals in the profession to which he has devoted much of his life.

In San Francisco in 1896 Mr. Gardner was married to Miss Florence Wyman, a native of Maine, who died in 1907, leaving two children, Eleanor Ruth and Robert F. Mr. Gardner votes with the republican party but is not an active worker in its ranks. He belongs to the Masonic fraternity and his name is also on the membership roll of the Bohemian, Olympic, Transportation, San Francisco Commercial and Commonwealth Clubs, in which organizations he has a host of warm friends. While he did not start out in life to accomplish something especially great or famous, he has never hesitated to take a forward step where favoring opportunity has pointed the way and his broadening experience and his study have placed him in the enviable position which he occupies, so that he is known by reputation in engineering circles through a district as broad as that which lies between his birthplace and his present place of residence.







*Clarence M. Smith*



*Senator W. Smith*

## Clarence Mark Smith



LARENCE MARK SMITH is a capitalist of San Francisco whose activity and cooperation in many business ventures and enterprises have contributed largely to public prosperity as well as to individual success. He is now general agent for California for the Northwestern Mutual Life Insurance Company of Milwaukee, Wisconsin, and is officially and financially connected with various commercial and financial interests having direct and important bearing upon the welfare and progress of the state. He was born in Salem, Wisconsin, August 5, 1854, a son of William Harrison and Ann Livingston (Cass) Smith. After attending the public schools he spent the years 1875 and 1876 as a student in the State Normal School at Oshkosh, Wisconsin, but previously he had entered upon the profession of teaching in the country schools in 1871, when but sixteen years of age. It was thus that he earned the money that carried him through the normal school and prepared him for life's practical and responsible duties. A well trained and disciplined intellect is always an important element of success, and with such as the foundation upon which to build, he has become one of the capitalists of the Pacific coast country. Following his graduation in 1877 he was chosen principal of the high school at Sturgeon Bay, Wisconsin, where he remained for four years and in 1880 he was elected county superintendent of schools for Door county, Wisconsin, which position he acceptably filled for three years.

At the time he entered upon the duties of that office Mr. Smith also entered the mutual fire insurance business as an agent and following his retirement from the superintendency he took up his residence in Sturgeon Bay, where he devoted his attention to the life insurance and banking business until 1886. He then came to San Francisco as general agent for California for the Northwestern Mutual Life Insurance Company of Milwaukee and has since occupied that position. Under his progressive and energetic management the amount of insurance in force by the Northwestern has increased by leaps and bounds and the California agency of that company is now one of the largest general agencies of the country. With characteristic thoroughness Mr. Smith mastered every detail of the business, has carefully sys-



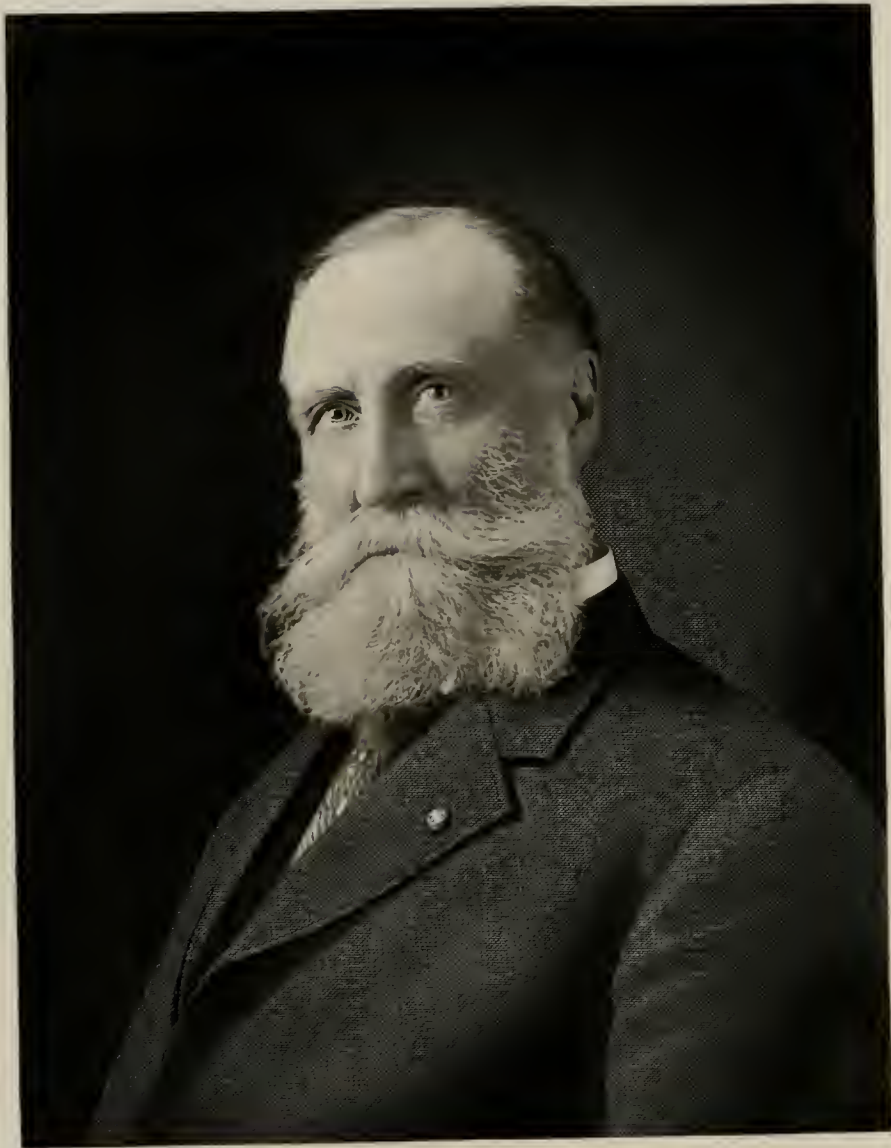
tematized the work on the Pacific coast and through his initiative spirit and undaunted energy has built up a business of mammoth proportions. Since arriving in this state he has also become an active factor in the commercial and financial circles of San Francisco and California and now has many large and important interests, being general manager of Smith, Thomas & Thomas, insurance agencies; president of the National Bank of Visalia, California; president of the Bank of Visalia; president of the Consolidated Heat, Light & Power Company of Visalia; president of the James H. Goodman & Company's Bank of Napa; and a director of the First National Bank of Tulare, California, beside various other interests. His business affairs are of far-reaching effect and importance, constituting elements of the growth and activity of the cities in which he operates. He is also president of the San Francisco Life Underwriters Association. Mr. Smith has recently been appointed a member of the committee to investigate the cooperative rural credit system as practiced in various countries of Europe, with the object of adapting this system to use in the United States if found practicable.

This committee is composed of two men from each state of the United States and they will go abroad in April and spend four months on the investigation.

Mr. Smith has been twice married. On the 24th of December, 1878, he wedded Miss Aimee Bell, and for his second wife he chose Miss Alice Elizabeth Prescott, whom he married on the 10th of August, 1891. He has one daughter, Margaret B.

Mr. Smith is a republican but not an active politician. He is, however, much interested in the club, fraternal and social life of the city, has attained the Knight Templar degree in Masonry, is a member of the Bohemian, Union League and Commonwealth Clubs of San Francisco and also of the Keweah and Widgeon Gun Clubs of Visalia. His determination, his enterprising spirit and his perseverance have carried him out of humble surroundings into large undertakings, and there is another point in his career as a successful business man of California to which his many friends refer and that is that whether as general agent for an insurance company or as a financier he has always been the same genial, courteous gentleman whose ways are those of refinement and whose word no man can question.





Wm. J. Button



*Mr. J. S. Bullon*

## William Jay Dutton



BACK in the year 1849, when California became host to the thousands who sought her gold, Henry Dutton left New England for San Francisco and became one of the builders of the new western empire. He was one of the incorporators and directors of the Fireman's Fund Insurance Company, of which his son, William Jay Dutton, the subject of this brief tribute, is now the president. Thus the son, following in the footsteps of his pioneer father, has continued wisely to guide the activities of one of the greatest insurance enterprises on the Pacific coast. His is the stewardship of wealth and an immense business, and, competent and capable in its control, he belongs to that class who have gained an honored name by the wise use of the means and the power entrusted to them.

Mr. Dutton is a native of New England, but came to California at an early age. He was born at Bangor, Maine, January 23, 1847, a son of Henry and Frances (Stevens) Dutton. The senior Dutton started for San Francisco in 1849, but his wife and family, including William Jay, did not follow until 1855. William grew up in San Francisco, attended the public schools and the city college, completing a course in the classics and higher mathematics. As his father was from its inception a guiding spirit of the Fireman's Fund Insurance Company, the son naturally turned toward that field of endeavor and in January, 1867, secured a position as junior clerk with the San Francisco agency of the North British and Mercantile Insurance Company. In the following May, when the Fireman's Fund Company inaugurated its marine department, he changed over to that company as marine clerk. His rise was rapid, as may be judged from the fact that in 1869 he was chosen marine secretary. Four years later, his title was changed to assistant secretary, but he retained charge of the growing marine business of the company. In 1880, he was chosen general secretary of the company, and in 1886 was made second vice president in addition. In 1890, he was advanced to vice president and general manager, and in 1900, he became president, which position he still holds. In 1876 he was chosen to membership on the board of Marine Underwriters, upon which body



he has continuously served. Having been its president from 1888 to 1909.

Mr. Dutton's life offers a happy illustration of the honors and rewards of business fidelity and industry, when combined with high principle and unswerving integrity. As a business man, his character is unclouded and unimpeachable. He is possessed of excellent judgment, and adheres with stanch consistency to sound, conservative and unquestionable methods of finance. His name is known in the highest circles of the financial world as that of a man with whom it is a satisfaction to transact business. His private life is comparatively simple and unostentatious. He is interested in many charitable and benevolent enterprises, and is liberal in his gifts along the lines of religious and philanthropic effort. His career teaches the old and ever valuable lesson that true success comes only through tireless industry, guided and inspired by singleness of purpose. It emphasizes the priceless value of unswerving loyalty to right, and the assured rewards of exemplary living.

Mr. Dutton is a member of the Union League, the California Society of the Sons of the American Revolution, the two San Francisco Golf Clubs and the Claremont Country Club, and another affiliation is with the Pacific-Union. He is a member of the First Congregational church and has long been active in furthering its work, having been chairman of its board of trustees since 1895.

Mr. Dutton was married in 1868 to Mary Grayson Heydenfeldt, a native daughter and a descendant of one of California's old southern families. He has four sons and two daughters: Major R. M. Dutton, United States Marine Corps; Harry S., engineer of the City Street Improvement Company; Grayson, city manager of the Fireman's Fund Insurance Company; Frank Cushing, engaged in the real-estate business; Miss Mary Page Dutton; and Mrs. Gertrude D. Howell, wife of J. R. Howell, of the real-estate firm of Baldwin & Howell.

Mr. Dutton was one of the committee of three who selected the thirty directors of the Panama Pacific Exposition and is one of the five constituting the voting trust, in whose name all of the stock of the exposition stands.





*Herbert M. Brach*



Herbert W. Brown

## Herbert Manning Brace, C. P. A.



HERBERT MANNING BRACE is well known in the commercial life of San Francisco as a certified public accountant, having been engaged in that occupation for a number of years and having done in that connection work of an important character for a number of large corporations in this city. He is a native son of California, being born in Vallejo, April 24, 1875, and a son of William A. Brace. The grandfather, whose name also was William, came to the Golden state in the early days of the American invasion and therefore our subject may be accounted a descendant of one of the old pioneer families of this part of the Pacific coast. In the acquirement of his education Herbert M. Brace attended public schools in San Francisco and after thoroughly preparing himself for a higher education matriculated in Leland Stanford, Junior, University and subsequently attended the University of California. In his higher education he developed those inherent qualities which make him one of the able men in the line of his profession and although he is comparatively a young man he has built up a reputation which is signal for one of his age. He is painstaking and careful in his methods and has a ready adaptability for devising and putting into operation efficient systems which are adapted especially to the purpose for which they are intended.

Mr. Brace is a veteran of the Spanish-American war, having served in the First Regiment of California, United States Volunteer Infantry, and in the signal corps during the Philippine insurrection, and this fact more than any other is evidence of his patriotic spirit, which he not only has proven in times of war but which is ever present with him and which he daily manifests in the enthusiastic support which he gives to all manner of measures intended to promote the growth and expansion of the city and its interests and which are undertaken for the betterment of its people. He is active as a member of the Commercial Club and well known in its ranks as one of those who stand for expansion and progressive policies. More professional relations he maintains as a fellow of the American Association of Public Accountants and a director of the California State Society of Certified Public Accountants. Through the medium of the University of California



Club he keeps in touch with young men of kindred spirits, whose ideals and views have been formed by the teachings of their state alma mater. Being energetic and industrious as a matter of course, we find, perhaps, the key and solution of his success in the fact that he regards no detail too unimportant to assure it of his close attention. Capable, honest and conscientious in the performance of his duties, he has demonstrated his ability and his career is proof of the fact that success is ambition's answer.







Edw. S. Salmon



*John Brown*

## Edward Selig Salomon



GENERAL EDWARD SELIG SALOMON is now living in the twilight of a life of conspicuous service—an honorable career which more than entitles him to the high respect in which the community holds him. No paragraphic summary of his life record would suffice fittingly to describe its full value and usefulness, but the recital of the main events of his life will at least impress the reader of this biography with the fact that here was a long span of years dedicated to patriotic service, and crowned with honor.

Christmas Day, in the year 1836, witnessed the birth of this distinguished citizen, in the city of Schleswig, in the German province of the same name. The family's ancestral history has been traced back over four hundred years, constituting a lineage of which he may be justifiably proud. His father, Solomon M. Salomon, was married to Caroline Samuels, who also was the representative of a fine old family of Schleswig-Holstein. He died in 1869, at the age of fifty-eight years, leaving a family of five sons and six daughters, all of whom but one of the former, now deceased, being now residents and citizens of the United States.

Edward S. Salomon was educated in the public schools and later in the college at Schleswig. At the age of seventeen years he came to America, stopping in New York for about six months, and then removing to Chicago, where he engaged in mercantile pursuits for about three years. He then took up the study of law, and was admitted to the bar in 1859. He immediately engaged in practice, and was very successful, so that after a year his recognized ability caused his election to the city council in 1860, when he was only twenty-four years of age. He was the youngest member of the council.

In 1861, the outbreak of the great Civil war changed the whole trend of his life, and Lincoln's call for troops found a willing patriot in him. It has been said that our citizens of German birth are more deeply patriotic than any others of foreign birth or lineage, and whether this be true or not, it is certain that that race displayed that characteristic to a remarkable degree by the manner in which its representatives took part in the war to preserve the Union. Edward S. Salomon enlisted on May 6, 1861, in Company H, Twenty-fourth



Illinois Infantry. For gallantry and military ability—the latter due in large measure, perhaps, to the blood of centuries of soldiers that flowed in his veins—he was rapidly promoted, being successively second lieutenant, first lieutenant, captain and major. In the fall of 1862 the colonel of his regiment, Frederick Hecker, resigned, together with Captain Salomon and nineteen other officers, and organized the Eighty-second Illinois, or “Hecker regiment,” which became one of the most famous in the army. In this regiment, Captain Salomon became lieutenant colonel and early in 1864, on the resignation of Colonel Hecker, he succeeded him in command. General Hecker being wounded, General Salomon took command at the battle of Gettysburg, and remained in command until the close of the war, when he was brevetted brigadier general for “distinguished gallantry and meritorious service.”

The war over, General Salomon returned to Chicago and was elected county clerk, serving in that position for four years. In 1869 he was appointed governor of Washington territory by President Grant, and on his departure was presented with a costly silver table service in recognition of his fine record of service and high qualities as a citizen and as a friend. At the head of this delegation which thus bade him god-speed was General Phil Sheridan, the hero of Winchester. General Salomon served as governor of Washington for four years and then resigned and came to San Francisco, where he engaged in the practice of law in the year 1875. In this he was uniformly and continuously successful, and had an active part in the upbuilding of this great city. In 1898 he was appointed assistant district attorney for the city and county.

General Salomon has had a conspicuous part in public life, both in service to the state and in military affairs. In 1887 he was elected commander for the department of California and Nevada of the Grand Army of the Republic. He was one of the organizers and for eight years served as commander-in-chief of the Army and Navy Republican League of San Francisco. He was favored by a large number of prominent veterans for the post of brigadier-general of the volunteers in the Philippine campaign in 1898, which was given to General Harrison Grey Otis of Los Angeles. He is president of the Volunteer Officers' Retired List, an organization of retired army officers. He was elected to the state assembly in 1888 and distinguished himself both as a lawmaker and as an orator, being recognized as a leader of the republican contingent in the legislature and the ablest speaker in the lower house. For the past thirty years he has taken an active part in the presidential campaigns and is counted a

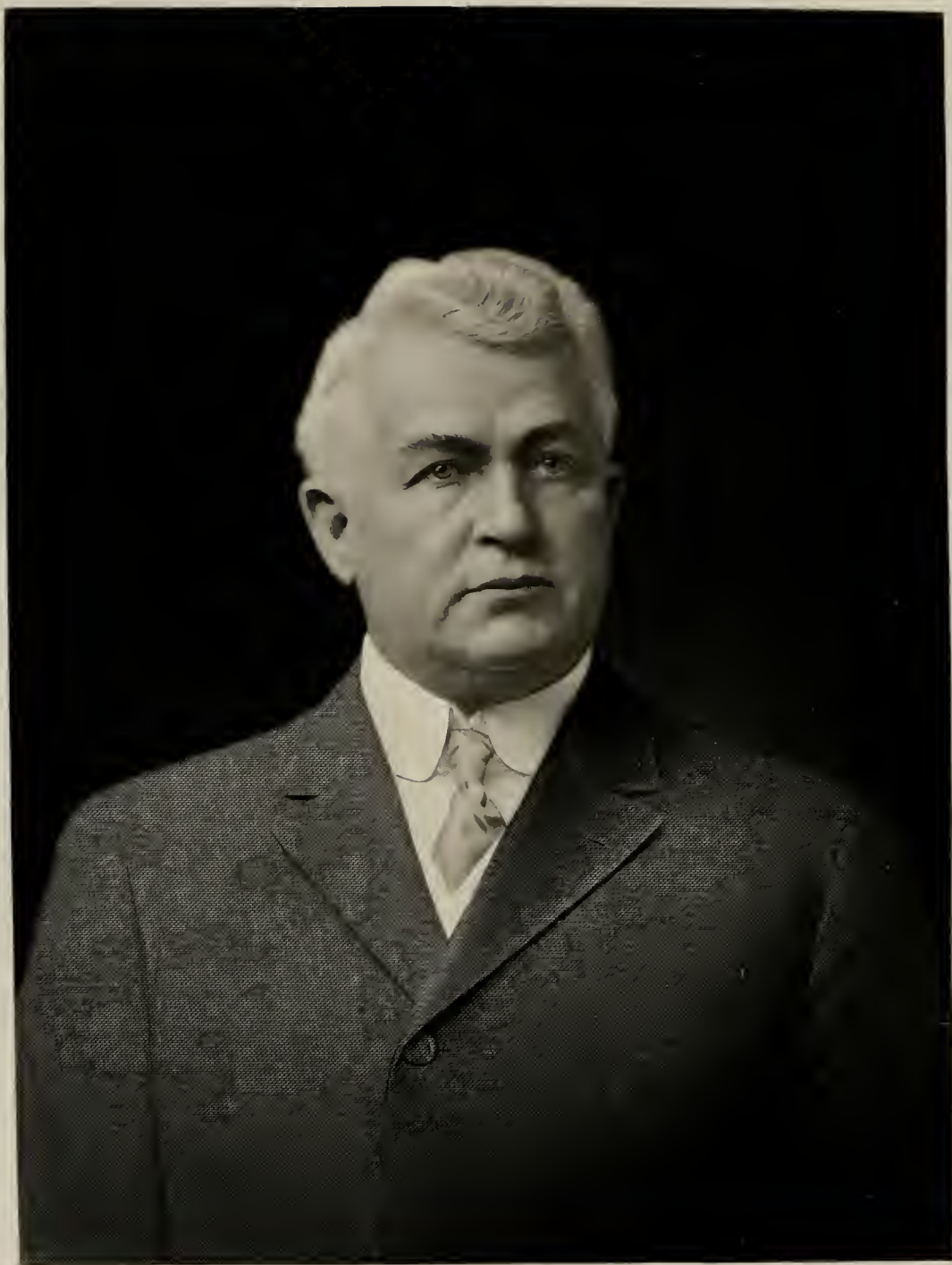
strong and effective political speaker. He is prominent in the Masonic order, in which he has attained the thirty-second degree.

General Salomon was married at Peoria, Illinois, on February 20, 1860, to Sophia Greenhut, a daughter of Benedict and Minnie (Pollock) Greenhut of Peoria. To them were born three sons and three daughters: Emil, who died at the age of three years in Chicago; Minnie, who passed away at the age of twenty-two years in San Francisco; Ben I., who is deputy tax collector and president of the Civil Service League; Max, a distinguished physician and a graduate of Cooper Medical College and Heidelberg University, for nine years city physician and for over ten years chief surgeon of the German Hospital and physician for the Benevolent Society of San Francisco; Carrie, who married M. M. Stern, general passenger agent of the Central Pacific Railroad Company at San Francisco; and Annie. Mrs. Salomon died in the year 1893.









Walter E. Demmison





Walter Deming

## Walter Emerson Dennison



AN FRANCISCO'S history embraces a two-fold epoch of building. The first began about the time of the gold discoveries, when the little village at the Golden Gate began to take on something of the activity and the semblance of a city, owing to its rapidly increasing shipping interests and business activities arising from the influx of settlers drawn to the state through the hope of winning fortunes in the gold fields. The second period of its upbuilding came after the great fire of 1906, when public-spirited men with well formulated ideas of civic possibilities took up the task of bringing the new city, phoenix-like, from the ashes. Walter Emerson Dennison stands with the central figures in the latter undertaking and his labors have been productive of far-reaching and beneficial results.

His life record had its beginning on a farm near Momence, Kankakee county, Illinois. His natal date was August 17, 1856. He is descended from ancestors who came to America in the Mayflower, while members of the family in later generations figured prominently in the colonial history of the country and in the Revolutionary war. His grandfather, Timothy Dennison, was born in Maine, November 11, 1791 and died in Indiana, November 12, 1857. His father, Walter Horace Dennison, born in Indiana, January 3, 1832, passed away in that state, September 10, 1861. After attending the public schools Walter E. Dennison entered the Ohio Wesleyan University, from which he was graduated A. B. in 1877. Through the two succeeding years he was first principal of the high school and later superintendent of schools at Upper Sandusky, Ohio, and in the fall of 1879 he matriculated in the Cincinnati Law School, which he attended for a term.

In April, 1880, Mr. Dennison came to California to care for his invalid mother and shortly afterward accepted a position as Los Angeles agent for the Continental Oil & Transportation Company, at that time one of the largest concerns of its kind operating in the west. In 1881 he was promoted to the Sacramento and Stockton agencies and as such continued for a year, after which he was made general superintendent of agencies and continued to act in that capacity until 1884, when the company disposed of its holdings. He

was then appointed guardian of the Yosemite Valley and filled that position until 1887. The following year he went to Los Angeles, where he installed the electric light plant in Hanna College, this being the first electric plant to be built in that city. For a year thereafter he engaged in mining in Trinity and Eldorado counties, and in 1891 became associated with John W. McDonald, the well known capitalist, as secretary of the City Street Improvement Company and took up his residence in San Francisco. He continued as secretary of the company for a number of years and is still identified with it as stockholder and director. This company engages in general contracting for all kinds of street work and railway construction, and since its inception its annual expenditures for labor and materials have run into the millions. The company is also extensively engaged in mining, owning the Santa Cruz bituminous mines. Mr. Dennison is a man of resourceful business ability, whose efforts have not been limited to one line. His powers are adequate for the control and management of various concerns, and he is now president of the Steiger Terra Cotta & Pottery Works, which were organized in 1898, constituting one of the foremost manufacturing concerns on the Pacific coast. Mr. Dennison also has various other financial interests and the enterprises with which he is connected have felt the stimulus of his energy. Determination and capability, have been felt in the advancement of all these different projects, which have resulted beneficially to the communities in which he has operated as well as bringing prosperity to himself.

In November, 1882, Mr. Dennison was married in San Francisco to Miss Isabella Baxter Richardson, a native of Delaware, Ohio, and a daughter of the late Israel J. Richardson, a prominent attorney of that city. Their children are: Isabel, the wife of E. J. Simmonds, of Newman, California; Leonidas R., who is superintendent of the Steiger Terra Cotta & Pottery Works; Margaret; and Walter E.

Mr. Dennison has always been an important factor in matters pertaining to the public welfare. Interested in all that has to do with civic virtue and civic pride, he has labored earnestly and effectively for the advancement and development of the city and state.

The construction of the Humboldt Bay Jetty System for the United States government was undertaken by the City Street Improvement Company in 1894 and was completed in 1899 at a cost of one million seven hundred and fifty thousand dollars. This was the most hazardous and difficult piece of harbor work ever undertaken on the Pacific coast. Mr. Dennison had sole charge of the work after the first year, which produced a loss of over forty thousand dollars.

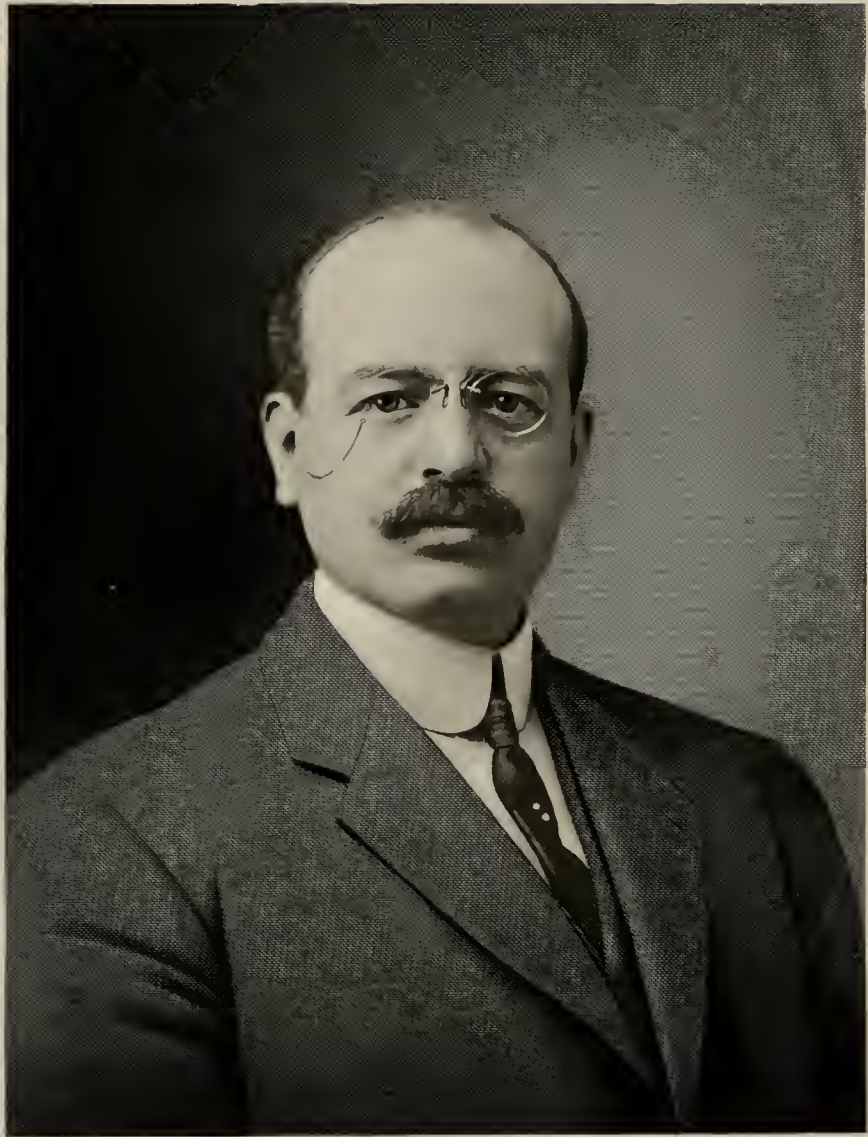
To his management is due the fact that the contract showed a clear profit of half a million dollars. The then future governor of California, James N. Gillett, observed this work and eight years later, March 11, 1907, appointed Mr. Dennison a member of the Board of State Harbor Commissioners. He served his three year term and was reappointed, being the first member of that board ever to succeed himself. His experience as an engineer well qualified him for the onerous and responsible duties which he discharged with marked ability and fidelity. He has made a close and discriminating study of the many questions and the multiplicity of detail work arising in connection therewith, and his powers of organization and coordination are manifest in what he achieved as a member of the board. He was also a member of the executive committee of the Street Repair Association, of San Francisco, which did such important work in the rehabilitation of the city. In the ranks of the republican party he is an active worker and in 1911-12 was chairman of the republican central committee of Alameda county and chairman of the Taft republican committee. Mr. Dennison is a valued and prominent member of various social organizations, belonging to the Pacific Union, the Bohemian, Commonwealth and San Francisco Commercial Clubs, also to the Beta Theta Pi, a college fraternity, and to the Sons of the American Revolution, the Colonial Governors and the Society of Mayflower Descendants. All this indicates the nature and breadth of his interests, the upward trend of his life, his purposeful spirit and his resultant acts.











*C. H. Kinsey*



*W. H. [unclear]*

## Charles Hart Kinsey



**C**HARLES HART KINSEY, of the well known law firm of Clark & Kinsey, was born at Eureka, Humboldt county, California, on January 5, 1876, a son of Louis Thompson and Sarah Jane (Hart) Kinsey. His father was a prominent banker of Eureka who had an active part in local affairs, holding several county offices and serving a term as mayor of the thriving north coast city. Charles H. Kinsey was educated in the public schools of Eureka and was graduated from the Eureka high school in 1893. From 1894 to '95 he was a student at Leland Stanford, Jr., University and then for two years attended the Hastings College of Law in San Francisco. But trouble with his eyes compelled him to seek outdoor life and from 1898 to 1905 he was on a ranch in Humboldt county, working first as a cowpuncher and finally taking the active management of the five thousand acre property. His life in the open brought back his health, and endowed him with a splendid physical equipment. He continued his legal studies after leaving the ranch, and in 1907 was admitted to the bar. He spent two years in the office of Jordan, Rowe & Brann as a law clerk, and in 1909 and for about a year afterward practiced on his own account. In October, 1910, he formed a partnership with Fabius M. Clark, which has been maintained ever since. The firm makes a specialty of corporation law, and except for several important divorce cases, Mr. Kinsey has acted principally as consulting attorney for various corporations, especially oil companies. Aside from his legal activities, Mr. Kinsey is an ardent reader and a student of literature, and an amateur musician of ability. He belongs to the Union League and Commonwealth Clubs of San Francisco and is a member of the Knights of Pythias.

Mr. Kinsey was married on October 19, 1907, in San Francisco, to Alice Benicia Hulse. Mr. and Mrs. Kinsey are prominent in social circles and have a wide circle of friends, while Mr. Kinsey's business associations have given him a large acquaintance and rapidly growing prominence in the affairs of the city.









R. B. Stone



*Robert*

## Reuben Brooks Hale



**R**EUBEN BROOKS HALE, who is president of the Panama Realty Company, and secretary and treasurer of the firm of Hale Bros. Inc., a name synonymous with progressiveness and expansion in the conduct of mercantile interests in California, has been almost a lifelong resident of this state, as he was but four years of age at the time of the removal of the family to the Pacific coast. He was born in Elmira, New York, June 11, 1869, and it was in 1873 that his father, Marshal Hale, came with his wife and children to the west, settling in San Jose, where he embarked in general merchandising, thus establishing the first of the chain of stores which now extend to five of the largest cities in California.

Reuben Brooks Hale was educated in the schools of San Jose and the University of the Pacific, and early became associated with his father and brothers in business, his practical experience enabling him to master every phase in the conduct of a growing mercantile enterprise. With the incorporation of the business he became secretary and treasurer of Hale Bros. Inc., under which name the chain of stores has been operated since the death of the father in 1891. He readily solves intricate business problems and has the ability which unifies interests into a harmonious whole.

Mr. Hale has also been active in civic organization in San Francisco. He is now a trustee of the city public library, of which board he was president in 1909-10. For a number of years he was a director of the Merchants' Association, and while thus connected was the first to propose the holding of an exposition in San Francisco to celebrate the completion of the Panama canal, advocating this in an open letter written to the Merchants' Association in 1904. Two years later he was instrumental in organizing the Pacific Ocean Exposition Company, the first active organization to promote the interests of the plan which he had proposed. Through the influence of this organization an amendment to the state constitution was procured exempting subscribers of stock from stockholder's liability in the exposition company, in order to make the sale of stock easier. In 1909 the plan was formed to make the exposition an international affair, but no definite purpose was carried out until October 26th, of that year,

Reuben Brooks Hale

when Mr. Hale gave a dinner to a dozen of his personal friends at the Bohemian Club, at which every one present pledged himself to do all in his power to further the interests of the project. From that time forward, progress has been rapid. In December, 1909, a committee of six was selected, Mr. Hale being of the number, and these in turn selected a ways and means committee of two hundred members. Then followed the organization of a finance committee of seventy-five, and they obtained the largest amount of subscriptions ever procured for an international exposition. In June, 1910, Mr. Hale was elected acting president of the Exposition Company. He had charge of the contest in Washington, D. C., against New Orleans, going to the capital before congress convened and remaining there until San Francisco had won. He worked untiringly for the project and brought home the resolution signed by President Taft, February 15, 1911. At the election of officers in April, 1911, he was elected a vice president of the exposition, and still occupies that office. He is also chairman of the committee on exhibits, a member of other important committees, and was president of the Commission Extraordinary to Europe during the last half of the commission's visit to European countries in support of President Taft's invitation to foreign nations to participate in the exposition. He is working indefatigably for the success of the exposition at the present time, and his labors are so intelligently directed, and indicate such foresight, sagacity and discrimination, that his work is being attended by most tangible and desirable results. The Panama Pacific International Exposition Company owes its inception to him, and much of the success of the project to this day is attributable to his efforts. San Francisco will always be indebted to him in this direction.

Mr. Hale belongs to many of the civic and social organizations of the city. Throughout the state he is spoken of in terms of admiration and respect. His life has been so varied in its activities, so honorable in its purposes, so far-reaching and beneficial in its effects that it has become an integral part of the history of San Francisco and has also left an impress upon the annals of California.







W. L. Linn



H. L. James

## Colonel Frederick James Amweg



COLONEL FREDERICK JAMES AMWEG advisory engineer and manager of building operations, has in his professional connections taken a most active and important part in the rebuilding and management of San Francisco following the great fire of 1906. He stands among the leaders of his profession on the Pacific coast and as such his operations have been most extensive, while his skill and ability are evidenced in the many fine structures which are the outgrowth of his knowledge, his industry and his business ability. A native of Harrisburg, Pennsylvania, he was one of the children of John M. and Margaret H. (Fenn) Amweg. The father was captain of Company I, One Hundred and Twenty-second Pennsylvania Volunteer Infantry, during the Civil war and on the maternal side Colonel Frederick James Amweg is descended from Revolutionary ancestry. His great-great-grandfather, Theophilus Fenn, was an officer of American forces in Canada under General Wolfe in the French and Indian war. He is also a lineal descendant of Hon. Theodore Sedgwick an American Federalist, political leader and jurist, who also served in the Revolutionary war and was a delegate to the constitutional congress from Massachusetts. He served also as United States senator, as member of the lower house of congress and as justice of the Massachusetts supreme court, sitting upon the bench from 1802 until 1813. Colonel Amweg is also a nephew of General John Sedgwick, who was killed at the battle of Spottsylvania Courthouse in the Civil war.

In public and private schools of Laneaster, Pennsylvania, Colonel Amweg pursued his early education and in 1873 was graduated from the Laneaster high school. He then entered the Polytechnic College of Pennsylvania, from which he was graduated in 1876 with the degree of Civil Engineer. Soon afterward he joined the surveying staff of the Pennsylvania Railroad Company and was thus engaged for nine years, acting during the latter part of that period as assistant engineer of bridges and buildings and also having charge of the inspection over the entire line. The city of Philadelphia engaged him to design the cantilever bridge over the Schuylkill river and superintend its construction, and thus his work increased in volume and importance.



### Colonel Frederick James Amweg

From 1887 until 1899 he was engaged in bridge engineering and construction work in the east and had active supervision of the erection of a large number of both public and private structures, prominent among these being the annex to the Boys high school, the Drexel building and a number of large schoolhouses of Philadelphia. He also built the magnificent residence of Edward H. Williams at Roscomont and of Robert Pitcairn at Pittsburg, the Wernersville Asylum at Wernersville, Pennsylvania, the Baldwin Hotel at Beach Haven, New Jersey, the Academy of Music and the Terry building at Roanoke, Virginia, and the Union Passenger station at Kenova, West Virginia. During this period he was also chief engineer of the City Avenue & Germantown Bridge Company of Philadelphia and superintended the erection of the City Avenue bridge over the Schuylkill and of the new Radford bridge at Radford, Virginia.

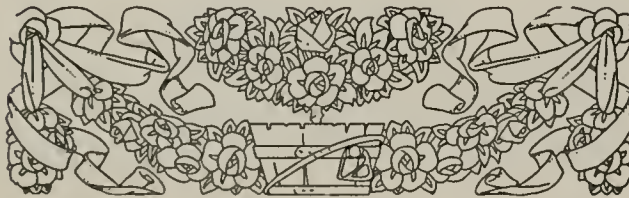
In 1899 the scene of his activities was changed, for in that year Colonel Amweg went to Honolulu as chief engineer in charge of the building and installing of the electric railroad, including the construction of all necessary buildings—car barns, power houses, etc.—at a cost of nearly two million dollars. While on the island he also erected a number of schoolhouses, office buildings, warehouses and wharves, among others being the convent building, the two Mendoca buildings, the Lewis & Cook building, the brewery warehouse, the Hilo wharf at Hilo and the Royal, Normal, Sachs and Stangenwald schools.

In October, 1903, Colonel Amweg came to San Francisco and entered upon the private practice of his profession in which he has since been active, erecting here a large number of important public and private buildings among others being the Brandenstein and the Butler buildings, the Monadnock building, the buildings of the California Wine Growers Association, the Dorn & Dorn building, the Rothchild building, the Savage-Rae building, the Woodward Investment building, the Von Dorn Hotel, the Hahnemann Hospital, the Berkeley station of the Southern Pacific Railroad and the Southern Pacific Hospital. He also did the reconstruction work of the United Railroads of San Francisco, built the San Mateo county courthouse, the Kern county courthouse and other buildings of lesser note. He has also acted as consulting engineer for various arbitration committees and the prominence and importance of his work attests his high standing in his chosen profession.

On the 10th of October, 1883, in Philadelphia, Colonel Amweg was married to Miss Blanche Ethel Parsons and their children are Blanche Ethel and Frederick James. Colonel Amweg has a wide acquaintance in Masonic circles, belonging to the Corinthian Lodge

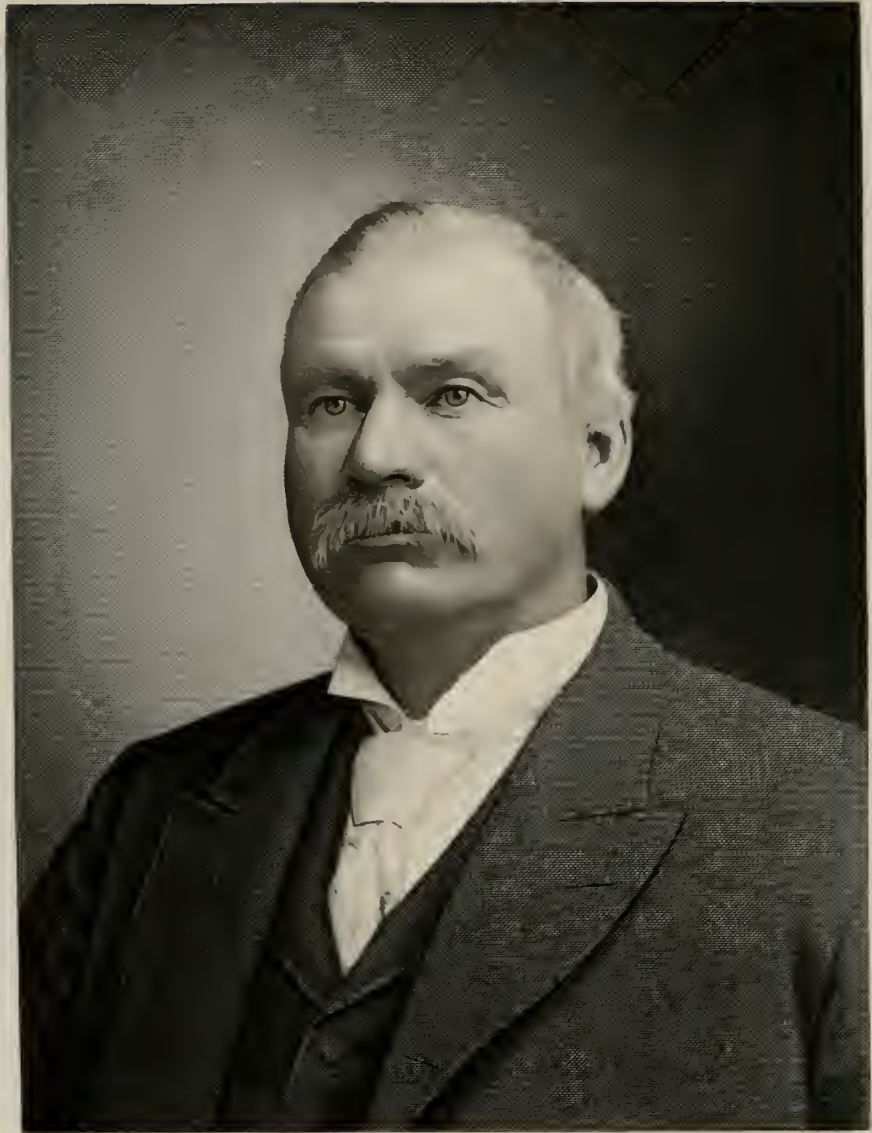


of Masons in Pennsylvania; Oriental Chapter, No. 183, R. A. M., of Philadelphia; and Golden Gate Commandery, K. T., of San Francisco. He attained the fourteenth degree of the Scottish Rite in the Lodge of Perfection; the sixteenth degree in De Joinville Council; and the eighteenth degree of Kilwinning Chapter of the Rose Croix, all of Pennsylvania. He likewise belongs to Aloha Temple of the Mystic Shrine in Honolulu and to Elks Lodge, No. 616, of that city. He is chief of staff of the National Guard of California with the rank of colonel, is a member of the Military Order of the Loyal Legion and the Sons of the American Revolution, but his interests and activities center chiefly in his profession and with the view to attaining the highest degree of perfection possible in that field he is constantly broadening his knowledge through study, and as a member of the American Society of Civil Engineers and the American Association for the Advancement of Science.










*L. H. M. Weston*



L. H. Weston



## Leroy Napoleon McQuesten

ONLY time can tell how far-reaching in its results was the life work of Leroy Napoleon McQuesten. His history is another indication of the fact that truth is stranger than fiction. It embraces all of the picturesque, interesting and thrilling elements of life in Alaska when that great section was being opened up by the miners who were seeking wealth along its streams and in its mineral-bearing hills. Coming west as a mere boy, helping to hew a living out of the wilderness of Oregon, fighting Indians, joining in the rush to various gold fields, exploring and trading in Alaska and finally retiring to end his days in peace, quiet and comfort in Berkeley, Mr. McQuesten's record is a stirring and valuable chapter in the history of the great west.

He was born in Portland, Maine, on the 9th of July, 1836, and was only fourteen years of age when he accompanied his father on the long journey across the country to Oregon, arriving in that state when there were comparatively few white people, its settlers having located along the Columbia and Willamette rivers. Every condition of life on the frontier was there to be found and Mr. McQuesten spent his early manhood in hunting, in trapping and in trading with the Indians. He also took up the occupation of farming. Bold and daring of spirit, he possessed the physical vigor of a giant, but had none of those awe-inspiring qualities which the term giant awakens in the minds of the young. On the contrary he possessed a genial nature and an amiable disposition which rendered him popular, and he made friends wherever he went. He won a substantial measure of success in his agricultural pursuits but the broader opportunities offered in other directions attracted him and led him eventually to the northwest. In the meantime, however, his fighting qualities were shown when in 1855 he enlisted in a volunteer company raised by Captain Benjamin Hayden, of Salem, Oregon, to assist the regular United States troops in the Oregon war against the Walla Walla Indians who in that year had gone upon the warpath in connection with the joint uprising of all the northwest tribes. When the red men had once more been brought under subjection Captain McQuesten

went into the Puget Sound country in the service of the quartermaster's department of the army. In 1858 he led the famous rush to the Fraser River gold fields from Puget Sound and after spending five years in that region went into the unexplored districts of the north. For ten years he traded with the Indians around the head waters of the McKenzie river and in 1873 began prospecting for gold down that stream, crossing the Rocky mountains by the Pelly, and worked down the Porcupine to the outposts of the Alaska Commercial Company on the Yukon. The history of his life in Alaska, if written in detail, would present a perfect picture of the development work in that section of the country. With one or more companions he would penetrate into the wilderness of the northwest, searching for gold or establishing trading posts. In 1874 he became agent for the Alaska Commercial Company and from that time forward until his retirement was identified with the trading and mining interests of the territory. He became probably the largest trader in the territory and his individual efforts to develop the resources of Alaska have been widely recognized and appreciated by the capitalists of San Francisco and energetic settlers of the northwest. He built Fort Reliance and traded with the surrounding tribes until 1886, and when gold was found on Forty Mile creek he established a post there and remained in charge until 1894, when he built Circle City. There was no man more familiar with the rich natural resources of the northwest. His reputation as an explorer and prospector are known throughout all that section and won for him the well deserved title of the "father of the Yukon." He personally explored and investigated a larger area of the territory and its conditions than any other man. He was familiar with the geography and topography of Alaska and no expedition bent upon commercial, mining or scientific research entered the country and prosecuted its work without the advice and often the actual aid of Mr. McQuesten. His name will ever be associated with Dawson City as its founder and his store there was the resort of the most prominent mining men of Alaska. He grubstaked and aided financially more prospectors than any other individual or combination of men in the territory and thus he contributed largely to its development. His knowledge of the country enabled him to make judicious investments and he became finally interested in the northwest as a man of large means and the owner of the richest claims in the Klondike. Skagway as well as Dawson City owes its existence to him for he selected both sites and first explored their environment. Every phase of life in the northwest was familiar to him. He knew the Indians as well as he knew the people of his own race and under-

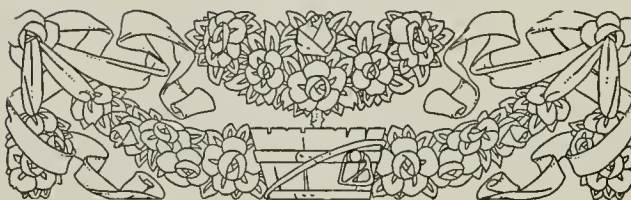
stood just how to handle them. On one occasion some Indians got into his store in his absence, and some women, finding some arsenic and grease which had been left there to kill rats, thought it was flour and ate it. Two old women died and a blind girl about fifteen years of age. In the fall when Mr. McQuesten returned to his store there was a satisfactory adjustment of affairs: the Indians paid for the goods which they had stolen from the store while he paid for the woman who died from poison. They did not ask anything for the old women but thought the girl was worth ten skins—such was the value which the red men placed upon the women of their tribe. All over the country Captain McQuesten prospected and established various trading posts, not only supplying the white men that came into the country for the purpose of mining but also trading food and dry goods to the Indians for skins.

In the early '90s, having amassed a fortune by his many operations in mining claims, Captain McQuesten resigned from the service of the Alaska Commercial Company and returned to California, making his home in Berkeley, where he lived retired until his death, September 4, 1909. He was married September 2, 1882, and his children were eight in number, Richard, Henry, Crystal, Julia, Elizabeth, Leroy, Walter and Louise, who is the wife of Robert Finn, of Mill Valley.

Mr. McQuesten was known throughout the northwest by the name of "Jack" and no name commanded higher respect and admiration among the band of pioneers in that part of the country. To know Jack McQuesten well was to esteem and admire him. He was entirely free from ostentation or display. He spent many years in a country where the individual himself was judged by his true worth, where there was no false standard of a so-called civilization, and he learned to abhor publicity. He wished to be judged by what he had done, not by any flattering stories which might be told of him. Even though he sojourned far from the States for a long period he never ceased to feel an active interest in the world's work and kept in touch with important passing events. He was particularly interested in those things which affected the welfare of the northwest and it was ever his desire that every man in Alaska should be given a fair show and that the country should be developed for the best that was in it, recognizing fully its great natural resources and its possibilities. Of him it has been written: "San Francisco is proud to honor the memory of this famous pioneer, whose services as explorer and trading post agent in Alaska had so much to do with the development of trade and commerce between this port and the Alaskan country. He



lives in history by the side of the greatest scouts and explorers of the days when the great west was a wilderness—when it needed those brave men who blazed the way for the coming of modern civilization.”










*Charles Dickson*



Charles McCleskey

## Charles Erickson

 CALIFORNIA'S rapid development is due not only to the progressiveness of her business and professional men, but credit is due those, whose efforts have brought the state into closer touch with the country east of the mighty Sierras. First came the men who blazed the pioneer trails across the mountains, then the railroad builders who conquered seemingly impassable canyons and rocky barriers, and at last, when the demands upon those ribbons of steel necessitated further provision for the growth of traffic, the railroad contractor brought to bear his own indomitable energy and the experience of the skilled constructor and widened the path. One of the best known of this latter class was Charles Erickson, the subject of this sketch.

Mr. Erickson was born at Jordan, Minnesota, April 24, 1860. His father, Frederick Erickson, was a railroad contractor before him, and much of the pioneer railroad building in California and Oregon stands as a tribute to his work. Stepping into his father's shoes, Charles Erickson became a member of the firm of Erickson & Pettersen, to which organization was allotted much of the construction work for the Southern Pacific, and which is still engaged in that business. Among the more conspicuous achievements of this firm are the recently completed cut-off from Rocklin to Colfax, in Placer county, which involved the boring of more than a dozen tunnels and which is a triumph of engineering; and similar work near Klamath Falls and the Cascades, on the California-Oregon line. Aside from his activities as a railroad builder, Mr. Erickson was president of the Amador Central Railroad, in Amador county.

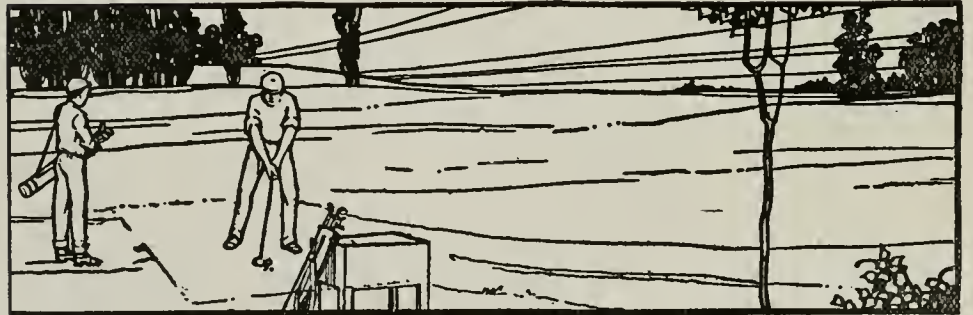
Brought into close personal and business contact with the leaders of business on the Pacific coast, Mr. Erickson became noted, not only for his brilliant achievements in his chosen field, but for his probity and dependability as a business man. He was essentially a keeper of promises, and that in his line of work was one of the highest compliments that could be paid to any man. His financial success was the natural result of a career without spot or stain. Although essentially a busy man, he gave of the time he could spare to the social life of the community. He was a member of the Masonic fraternity and a Shriner.



Charles Erickson

a member of the Benevolent Protective Order of Elks, and also of the Transportation Club.

His love of his home life was a characteristic for which he was noted. He always valued most those hours spent in the bosom of his family. He was married on January 6, 1895, to Meta J. Mehlmann, who survives him. To this union were born four children: Harold, Fridjof, Erland and Eleanore. At his death, which occurred on December 8, 1910, the community mourned the loss of a valuable citizen and his family a kind and generous husband and father.









*J. V. de Laveaux*



J. V. de Laveaga

## Joseph Vincent De Laveaga



JOSEPH VINCENT DE LAVEAGA, graduated from the University of California in 1900 with the Bachelor of Law degree, has since been engaged in the practice of his profession in San Francisco and through the steps of orderly progression has passed beyond the ranks of the many to stand among the more successful few. He was born in this city, October 12, 1879, a son of Miguel A. and Marie (LeBreton) de Laveaga. His grandfather came from Mexico to California in 1857. He was a Spaniard and had engaged in the banking business at Mazatlan, Mexico, until he removed northward, after which he was a prominent representative of banking interests in San Francisco until 1870.

Joseph Vincent de Laveaga was a pupil in the Urban school, one of the oldest schools of San Francisco, and having determined upon the practice of law as a life work, entered the University of California, in which he completed the full course and won his professional degree. He then entered the office of E. S. Pillsbury, with whom he was connected until January 1, 1904, since which time he has practiced independently. In the intervening years he has been accorded a large and distinctively representative clientage connecting him with much important litigation heard in the state and federal courts. He is now engaged in winding up the affairs of the California Safe Deposit & Trust Company, being attorney for both receivers. He is heavily interested in real estate and his purchases and sales of San Francisco property have netted him a handsome financial return.

On the 13th of April, 1904, in this city, Joseph Vincent de Laveaga was married to Miss Florence Callaghan, a daughter of Daniel and Jane Callaghan, the former for many years and up to the time of his death president of the First National Bank. Unto this marriage have been born two children: J. Vincent and Juanita Valerie.

Mr. de Laveaga holds membership in the University Club and finds his friends among the men of intellect and of notable activity here. He possesses the alert, enterprising spirit which has been the dominant factor in the upbuilding of the coast country and at the same time scholarly tastes keep him in touch with the world's progress along intellectual and scientific lines. He is a genial, affable gentleman and has an extensive circle of friends in his native city.









A. Weipert



*C. H. [unclear]*

## A. Wenzelburger



WENZELBURGER is a public accountant with a large corps of able men in his employ, indicative of the volume of business entrusted to him. In manner courteous and genial, in spirit progressive and enterprising, San Francisco has reason to class him with her valued and representative citizens. He was

born in the southern part of Germany in 1847, a son of the Rev. John George Wenzelburger, who was a Lutheran minister in Braunsbach, in the kingdom of Wurtemberg, where he acted as director of the diocese. Both he and his wife are now deceased, having spent their entire lives in the fatherland.

In the year 1865, A. Wenzelburger was graduated from the Latin school of his city, a school of somewhat higher grade than the high school of this country. When his text-books were put aside he turned his attention to merchandising and remained active in that field until three years later, when he came to this country to avoid years of military service which would only retard his career and take from his life a period of time which he could employ to better advantage. Arriving in the spring of 1868, he remained for a few months with relatives in Philadelphia and then came to San Francisco, where he at once started out independently and has since relied entirely upon his own resources. After about a week here passed he went to eastern Nevada, where he became associated with large mining operations as an accountant. As many of the mining undertakings were in those days of short duration, he was in the employ of numerous mining and also of a number of mercantile concerns, the exigencies of the case causing him frequently to change his position. Eventually, however, he embarked in the hardware business on his own account at Hamilton, Nevada, where he remained for a number of years or until 1876, when he returned to San Francisco.

Immediately afterward Mr. Wenzelburger became cashier and accountant with the Germania Life Insurance Company and in that way entered into active connection with the late Julius Jacobs, then general agent for the Germania and afterward assistant United States treasurer under President McKinley, his death occurring while he was filling that office. Mr. Jacobs was a member of the firm

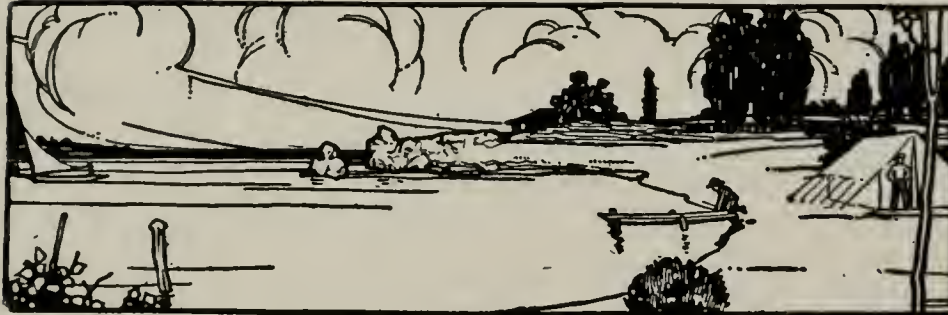
of Jacobs, Easton & Company, then the largest insurance firm in San Francisco, and late in the '80s Mr. Wenzelburger was admitted to a partnership. That relation was maintained until 1891, when the partnership was dissolved and Mr. Wenzelburger opened an office as a public accountant. When the state legislature passed the accountancy act, he was appointed by Governor Pardee a member of the state board of commissioners of public accountants, serving as its president during the second year of its existence. Since then he has given his entire time to private practice and has a large staff of able men in his employ. He was appointed by the city at a salary of one thousand dollars per month to examine the cost of the Spring Valley Water Company from the date of its organization in 1854 until the examination took place in 1904. This examination was made in connection with the suit of the city against that corporation. The work required nine months of the most tedious labor and was conducted under the direction of City Engineers Granby and Dockweiler. This was the most important and extensive examination ever made by the city into the business of any private corporation. Mr. Wenzelburger acts as auditor for many large and important mercantile firms of the city and he is one of the seven firms of accountants appointed to make monthly examination of the World's Fair Association.

Mr. Wenzelburger was married in San Francisco, in 1878, to Miss Ella Carter, a native of Philadelphia, and they have become the parents of two daughters: Elise, the wife of A. E. Graupner, the popular assistant city attorney; and Lalla, the wife of First Lieutenant William H. Shea, now stationed on Lake Michigan. Mrs. Wenzelburger is a member of the Sorosis Club and the Channing Auxiliary and is also interested in other societies and numerous public movements and also in all kinds of charitable work. Her daughter, Mrs. Graupner, is likewise an active public worker and was the promoter and has been the leading spirit in furthering the certified milk movement which has aroused much enthusiasm among the mothers of the city.

Mr. Wenzelburger holds membership in Excelsior Lodge, No. 166, A. F. & A. M., and has attained the thirty-second degree of the Scottish Rite in California Consistory. He likewise belongs to Yerba Buena Lodge, No. 15, I. O. O. F., in which he has passed through all of the chairs. In politics he has always been a republican but never an active worker in the party ranks. In the past he belonged to many clubs but has resigned from all save the Commonwealth owing to the increasing demand of his private business affairs upon his time and



energies. His business activities have constantly broadened in scope and importance until, having long since left the ranks of the many, he stands among the successful few. His interest in the important problems of life is deep and sincere and, informing himself concerning the vital questions of the day, his discussion of such is always intelligent and interesting. He is preeminently a man of affairs and one who wields a wide influence.











JOHN P. BUCKLEY



JOHN W. BROWN

## John P. Buckley



JOHN P. BUCKLEY was born in Quebec, Canada, in 1826, but in early childhood moved with his parents to Albany, New York, where he was educated in the public schools and in private academies. He afterward went to New York city and engaged in mechanical drawing for several years. At the age of twenty-three years he started for California, arriving in San Francisco in September, 1849. His real business career began in this city, as an importer of plate glass, oils and paints.

Immediately after the first great fire in San Francisco, a ship arrived in the harbor with a cargo consigned to Buckley & Bloomer, and as there was a most urgent demand for all materials used in rebuilding, the cargo was sold at immense profit. This "accidental cornering" of the market was the first important and very lucrative incident in his business career. Mr. Bloomer, his first partner, was the father of H. R. Bloomer, the noted artist, who died a few years ago. The firm of Oliver & Buckley succeeded that of Buckley & Bloomer, in the glass and oil business, and it soon became the largest establishment in that line on the coast. After withdrawing from the concern of Oliver & Buckley, the latter organized the copartnership of Graves, Williams & Buckley and established the "Pacific Fruit Company," in which business Mr. Buckley was interested at the time of his death in 1864. At this time he owned vineyard and orchard lands in Napa county, as well as a dairy ranch of several thousand acres in Marin county, near Tomales bay. In San Francisco he operated extensively in real estate, purchasing the Point Lobos ranch and a number of blocks near the present Lincoln Park and many acres between First and Twelfth avenues, Geary street and the site of the present Golden Gate Park. A considerable part of this latter holding was donated by his heirs to the park. The remainder was owned conjointly with Sullivan and Cashman, and on it was built the old "Bay District Race Track." This land was sold in 1880 to Senator Leland Stanford. Mr. Buckley had also many lots in the business and residential districts.

Mr. Buckley served the city and state in a number of official capacities at various periods. He was a member of the board of edu-



cation, a member of the board of supervisors, managing director of the Industrial School, in the organization of which institution he was the principal factor; and state senator from San Francisco. He was closely associated in matters political with the late United States Senator Broderick, who was the unfortunate victim in the famous Broderick-Terry duel. During the Civil war Mr. Buckley was a member of the Union-democratic party and was elected to the state senate on the ticket of that party.

He was one of the original directors of the San Francisco Savings Union Bank; was frequently consulted during the organization of the Hibernia Bank; was a director of the Mechanics Institute; and was actively connected with all the principal commercial organizations of the time. He was a charter member and director of the Society of California Pioneers. During the early days of the volunteer fire department he was foreman of St. Francis Hook & Ladder Company No. 1 and was a member of the Exempt Firemen's Association at the time of his death. For years he was the confidential business adviser of the late Archbishop Alemany—the first Roman Catholic archbishop of California, who was succeeded by the present Archbishop Riordan.

Before coming to California he was engaged to marry Miss Kate Carty of New York. After the rough edge of the first three years of pioneer life in San Francisco was smoothed off, he sent for his intended to join him here where he had a new home awaiting her. She came by way of Panama and a short time after her arrival, September 21, 1852, they were married. Thomas, Edmund J., John P., Vincent P. and Mary Kate Buckley were the children of this marriage, all of whom are now dead except Dr. Vincent P. Buckley. After her husband's death Mrs. Buckley administered his estate and devoted her life to her family and to innumerable charities. She was for years president of the St. Vincent de Paul Society, a charitable organization that is still flourishing and performing without ostentation wonderfully good deeds for the benefit of the deserving poor.

John P. Buckley was the first who conceived and carried to fulfillment the idea of building a broad, macadamized driveway through the great stretch of sand dunes out to the ocean. When first broached, this idea was received with the most disparaging ridicule and the sanity of the originator seriously questioned. Not in the least discouraged by this unfavorable treatment of his cherished project he succeeded after much effort in organizing a company in the early '60s, that constructed the most magnificent roadway at the time, in America. The famous "Cliff House" was also erected and soon be-

came the principal resort of San Franciscans, and its renown to this day is widespread. When in the senate Mr. Buckley introduced among many other measures, a bill that was passed for the protection of the seals that have been for years such an attraction at the Seal Rocks, off the Cliff House.

Mr. Buckley's death occurred November 17, 1864, in consequence of injuries received during the launching of the United States Monitor "Comanche," on which occasion he was one of the invited spectators. In a successful endeavor to save the lives of others he sacrificed his own. A group of ladies standing near a coil of rope, the end of which was fastened to the vessel as she was sliding down the ways, attracted Mr. Buckley's attention. He sprang forward and forced the ladies backward from their dangerous position but became entangled himself in the rope which caught his leg and almost tore it off, at the moment the rope became taut with the strain of holding the Monitor, as she floated from the ways. Dr. Sawyer, the noted surgeon of that time, amputated the leg, but Mr. Buckley was unable to withstand the combined shock of the terrible injury and the operation and succumbed two days after the accident at the age of thirty-eight years.

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### Vincent Paul Buckley, M. D.



DR. VINCENT PAUL BUCKLEY, who has practiced the profession of medicine in San Francisco for about a quarter of a century, has built up a gratifying and extensive practice in this connection and enjoys a reputation which ranks him high with the general public and among his colleagues. He was born in this city July 17, 1859, and is a son of John and Kate Buckley of whom more extended mention is made in the preceding biographical review.

Dr. Buckley was educated in the public schools of San Francisco. He attended St. Ignatius College and later St. Mary's College, from which he was graduated in 1878 with the degree of A. B. Having a natural bent towards the science of medicine he decided to make this his life occupation and commenced his studies along that line in the medical department of the University of California in 1879 and graduated from that institution in 1884, receiving thereupon the degree of Doctor of Medicine. He supplemented his theoretical knowledge by pursuing a post-graduate course at the Bellevue Hospital College of New York. Returning to San Francisco in 1886 he was appointed

police surgeon and city physician and discharged the important duties of these offices creditably for several years and also had charge of the emergency hospital during that time. He attended Sainte Croix College at Neuilly, Paris, for two years and on returning to San Francisco was appointed a member of the first Phelan board of health under the new charter in 1900. Since that time he has devoted his entire time to his private practice which he has built up to extensive proportions. At present his only connection in a more public capacity is as director of the Trinity Hospital of San Francisco. He is a member of the San Francisco County Medical and the State Medical Societies and the American Medical Association.

On February 12, 1885, Dr. Buckley was married to Miss Agnes O'Neill, a daughter of M. O'Neill. A brother of Mrs. Buckley held for years the distinguished position of dean of the medical department of the University of California and also occupied the chair of professor of surgery. The children of Dr. and Mrs. Buckley are John Paul and Adrian Vincent. The Doctor's fraternal affiliations are with the Benevolent Protective Order of Elks, belonging to Lodge No. 3 of San Francisco. As his practice has returned to him financial results he has made a number of investments in local real estate which have increased in value and returned to him a gratifying income apart from his practice. Dr. Buckley enjoys the full confidence of his many patients who find in him not only "the doctor" but also the true friend and implicitly trust to his skill and knowledge. He is deeply devoted to his profession which is his chief interest in life and by continuous reading and study he keeps in contact with the advancement of medical science and the new discoveries of the most eminent representatives of the profession, and keeps in touch with the latest methods as they are propounded and tried out in the various centers of medical instruction in the world.







*Geo & Williams*





*Geo. A. Hillman*

## Thomas Hansford Williams



**T**HOMAS HANSFORD WILLIAMS, prominent as a landowner of both Bay cities and country property, breeder of thoroughbred horses and widely known as a philanthropist and large giver to charity, is a native of Sacramento, his birth occurring on December 9, 1859. He is a son of the late General Thomas Hansford and Mary Rebecca (Bryant) Williams, and on both sides of his family is descended from well known old families of the south. His paternal ancestors for many generations were residents of Virginia, his own branch removing later to Kentucky; and his maternal forbears were prominent Mississippians. His grandfather, Sherrod Williams, served twelve consecutive terms as a member of congress from Kentucky, and General "Cerro Gordo" Williams, who earned his sobriquet at the famous battle of that name, was a cousin of his father. Thomas H. Williams, Sr., came to California in 1850 and settled in Eldorado county, where he commenced the practice of law. Later he became prominently identified with the Comstock mines in Nevada. Returning to California, he resumed his law practice and took an active part in politics. In 1859 he was elected attorney general of the state, and after serving some time returned to private practice. He acquired large holdings of land, and at the same time ranked as one of the best lawyers in the state.

His son, Thomas Hansford Williams, Jr., was brought up in the country about the bay of San Francisco and attended the public schools of San Jose. Next he attended the Oakland high school, but left there to enter the Golden Gate Academy in the same city, graduating in 1877. He then entered the University of California, and was an exceedingly popular student. He was president of his class and took an active part in track athletics. He left the State University to enter Santa Clara College, graduating in the spring of 1880 with the degrees of B. A. and B. S.

On leaving college he at once assumed the management of his father's large holdings of ranch property in Sacramento, San Joaquin and Contra Costa counties, aggregating over one hundred thousand acres of fertile land, most of which was devoted to the raising of grain and cattle. Much of this land yielded some of the heaviest crops

in the state's history, particularly that on Union and Grand islands, the former in the delta of the San Joaquin river, and the latter one of the largest of those near the mouth of the Sacramento. This was in the days before the reclamation of these enormously productive islands, when in the main only single "summer" crops could be raised. Mr. Williams managed these various properties for about eight years, gaining an extensive and practical knowledge of agriculture, and then turned the work over to his brother. In 1877 he went into the contracting business as a member of the firm of Ferris & Williams. During the eight years in which he was thus engaged, he took part in some of the most important reclamation, excavation, grading and canal-digging enterprises of the time, among them being the reclamation of nearly all of Grand island, about eighteen thousand acres, and the grading of Sunset Heights; also the reclamation of twenty-nine thousand acres on Roberts island owned by his firm. He also did considerable contract work for the United States government in the cutting off of bends in the Sacramento and San Joaquin rivers and building the overflow weir dam in the latter river.

In 1888, Mr. Williams engaged actively in the raising of thoroughbred horses, for both fine driving and racing purposes, and became noted throughout the world as a leader in this industry. In that same year he was chosen vice president of the Blood Horse Association, and a year later became its president. In 1890 he secured control of the California Jockey Club, later the New California Jockey Club, and has been its president ever since that time. He so planned this organization to avoid the frequent postponements of racing meets by reason of rainy weather, and his fame as a leader in the horse-racing business was world-wide. Through the California Jockey Club he controlled the California tracks—at Ingleside, Tanforan and Emeryville, the latter in Oakland, and was remarkably successful. His wise management of the affairs of the Jockey Club brought the racing game up to a high standard, with the greatest horses in the world continually taking part. His progress was checked, however, by the enactment of legislation which stopped wagering on the races, and the tracks have been rarely used since that time. Mr. Williams believes that just as the success of horse-racing is dependent upon betting on the results, under reasonable supervision and proper restrictions, so is the successful breeding of thoroughbred horses dependent upon organized racing contests. He knows by experience that the one cannot thrive without the other and is emphatic in expressing his views on the subject. History and the experience of others amply bears out Mr. Williams' assertions, for the fact is recognized



that the business of breeding fine horses has been reduced to an alarming minimum, most of the prominent breeders having gone out of the business. That the quality of the horses bred nowadays is deteriorating is the assertion of Major General Leonard Wood of the United States Army, who declares that it has become practically impossible to procure high-class animals for the cavalry without paying prices which are beyond all reason.

Mr. Williams has many other large financial and industrial interests besides being president of the New California Jockey Club. He is president of the Federal Ballot Machine Company, president of the Mexican Investment Company; and a director of the Pacific Packing Company of Guadalajara, Mexico; the Shasta Water Company, and the Jerome Garaga Company of San Francisco. His many club affiliations indicate the extent of his personal popularity in various circles. He is a member of the Pacific-Union, Olympic, Press, and San Francisco Golf and Country Clubs of San Francisco; the Athenian, Reliance, Athletic and Claremont Country Clubs of Oakland; the Marin Country Club of Marin county; Sutter Club of Sacramento; Yosemite Club of Stockton; the Brook and Rocky Mountain Clubs and the National Hunt and Steeplechase Association of New York, and others.

On March 23, 1901, Mr. Williams was married to Beatrice Steele, daughter of E. L. G. Steele, a prominent merchant of Oakland. Their children are Thomas H., Jr., and Beatrice Steele Williams, Jr.

A remarkable "other side" to Mr. Williams' character is not shown in the foregoing sketch of his career—the charitable instinct which in so many men, as in the case of Mr. Williams, is hidden under the cloak of modesty and aversion to publicity. The best instance of his many good works in behalf of those who were needy was in the days following the great fire in 1906, when so many thousands were rendered destitute and homeless by the catastrophe. He threw open the Jockey Club grounds at Emeryville to over four thousand homeless, suffering people, who stood in the famous "bread-lines" to save themselves from starvation. Later he turned over the buildings at Ingleside for semi-permanent homes for the thousands. For these conspicuous acts of charity, he is held in affectionate remembrance by thousands of San Francisco's residents, and perhaps for many other private acts of charity he is known as a man of generous impulses, as well as among his friends and business acquaintances for his straightforward methods and the possession of those attributes which give to men the honorable title of "gentleman."









*A. Christeson*



*A. Christman*

## Andrew Christeson

**A**NDREW CHRISTESON is the vice president and general manager of the Wells Fargo Express Company and his long experience in and knowledge of the express business in all of its different phases, its minor details and its great principles, have made him an expert on anything connected therewith. He is ready for any emergency, recognizes and improves his opportunities and is qualified to meet any obligation in life with the confidence and courage that make for conscious personal ability, right conception of things and an habitual regard for what is best in the exercise of human activities. He was born in Germany, February 16, 1861, a son of C. L. Christeson, and was a youth of fourteen years when in 1875 he came to America. His education, begun in the schools of the fatherland, was continued in the public schools of the state of New York, and after several years devoted to the mastery of the branches of learning therein taught, he entered the employ of the American Express Company with which he served in various capacities for about eleven years, when he was appointed assistant superintendent for Wells Fargo & Company at Denver. From that time forward his progress has been continuous. In 1897 he was sent to Kansas City to take charge of all the company's business between the Mississippi river and the Rocky mountains. Each increased responsibility seemed to show forth his power rather than to tax his energies and ability. Two years later he came to San Francisco as manager of the Pacific department and so thoroughly did he have the work in hand within a short time that it led the officers of the company to impose upon him a still greater task in choosing him, in 1906, for general manager. Another two years passed and he was made vice president of the company. He is regarded as an expert in his line and many visit him from all sections of the country to consult him on matters relative to the express business. He is a director of the Wells Fargo Nevada National Bank, of the Western Mortgage & Guarantee Company of San Francisco, and is president of the Wells Fargo Company of Mexico, a local express company, organized in Mexico under Mexican laws.

Andrew Christeson

Mr. Christeson was united in marriage to Miss Carrie B. Flora and they have a daughter, now married. Mr. Christeson belongs to the Pacific Union, Bohemian, Commercial and Transportation Clubs. His broad brow indicates intellectual force, his keen eye shows ready perception and his mouth decision of character. He has the power of concentration which enables him to put aside all other interests and give his attention exclusively to the matter in hand. This brings about a ready dispatch of business and enables him to accomplish much more in a given time than the ordinary man. He is known throughout the Pacific coast country from Alaska to Central America, wherever the interests of the Wells Fargo Company have penetrated, and his is the guiding and controlling spirit of this mammoth interest in the west.









*Edward W. Howard*



*Edward W Howard*

## Edward Whiting Howard



EDWARD WHITING HOWARD is president of the San Joaquin Land & Cattle Company, with headquarters in San Francisco, and by virtue of this position and the force of his executive ability and powerful personality occupies a commanding place in business circles of the city. He was born in Paris, France, May 20, 1878, his parents at that time traveling abroad.

The family has been in San Francisco for three generations, the grandfather, William D. M. Howard, having come to the city from Boston, Massachusetts, about the year 1838. More extended mention of him is made under the caption of William D. M. Howard in another part of this work, while the father, William H. Howard is also treated separately.

Edward W. Howard acquired his early education in St. Paul's preparatory school in Concord, New Hampshire, and afterward entered Harvard University, graduating with the B. A. degree in 1900. After leaving college he came west and engaged in farming in California, still retaining valuable property interests in different parts of the state. He is connected with business life in San Francisco in an important way as president of the San Joaquin Land & Cattle Company, breeders and raisers of pedigreed stock of all kinds, and he has founded a substantial success in this line of work upon broad general ability and a number of years' practical experience. He is interested in everything that pertains to the advancement of agriculture as a definite science and keeps abreast of the trend of modern thought and accomplishment along this line through his affiliation with the State Board of Agriculture, of which he has been a member for ten years. In addition he is a director in the San Mateo National Bank at San Mateo.

Mr. Howard was married in Baltimore, Maryland, in June, 1905, to Miss Olivia Lansdale, a daughter of Mr. and Mrs. John Lansdale, and to their union have been born five children, Olivia, William, Ann, Gertrude and Marion. Mr. Howard is a member of the Pacific Union Club of San Francisco and during his residence here has gained a wide and favorable acquaintance and has many friends in social and business circles.









H. B. Wolfe



1870 note

## Hamden Holmes Noble



HARLES SUMNER said, epigrammatically, "Peace after victory is no less renowned than war." This statement finds its verification in the life record of such men as Hamden Holmes Noble, a capitalist of San Francisco, whose courage and determination in the face of difficulties have not only placed him with the successful men of the state but also demonstrate the possibility for the successful operation of an iron foundry with electric power for heat production. He took the initial step in this direction in California and, though defeat again and again met him, he never acknowledged failure and his continued effort, intelligently directed, at length brought the desired result. No story of fiction presents a more interesting tale than does the history of this "soldier of fortune" who has fought life's battles wisely and well and has come off victor in the strife.

Mr. Noble was born in Fairfield, Maine, August 16, 1844, a son of James Wellington and Louisa (Knox) Noble, both of whom were natives of Maine. The father was a farmer and carriage builder, thus devoting his life to agricultural and industrial interests. Both he and his wife always remained residents of the Pine Tree state until called from this life.

In the public schools of Maine, Hamden Holmes Noble pursued his education until, at the age of eighteen years, he was mustered into the United States army on the 9th of September, 1862, as a private of Company B, Twenty-first Regiment of Maine Infantry. He served for about eighteen months and was then honorably discharged on account of ill health. He afterward came to California to recuperate and arrived in San Francisco on the 30th of October, 1864. He made his initial step in business circles here as a clerk in a wholesale paper house belonging to George W. Clark, there remaining for five years. He next went to White Pine, Nevada, where he engaged in mining and lumbering, operating on his own capital. Two years later he returned to San Francisco, bought a seat on the San Francisco Stock Exchange and operated on the board for twenty-five years, resigning about 1895. He was one of the foremost brokers in San Francisco, his insight being keen, his judgment seldom if ever at fault,



while his unfaltering energy and enterprise placed him in a prominent position in financial circles of the city. He also became interested in a number of commercial and financial undertakings which, carefully directed, brought substantial returns and gave evidence of his business ability. In 1892 he organized the Cypress Lawn Cemetery Association of which he was the head for an extended period and in which he is still largely interested. In 1900 he organized the Northern California Power Company, of which he became president, still occupying that position. He also organized the Keswick Electric Power Company, which afterward became a part of the Northern California Power Company. In 1906 he organized the Noble Electric Steel Company, of which he became president and so continues. The Journal of Electricity in speaking of his career, gave the following: "A group of men headed by H. H. Noble, president of the Northern California Power Company, foreseeing the great future possibilities of a market for pig iron which could compete with the imported product, conceived what has proven to be one of the nerviest projects which has ever been fostered in California. And the Noble Steel Company was the result of their determination to discover a method of converting the energy of the electric current into heat for the reduction of the unusually rich iron ores which they had acquired, at a cost to make this production commercially possible. The story of the development of this smelter, the heartbreaking trials, costly delays, unforeseen misfortunes, repeated failures, always bolstered up and ready to go at it again by the indomitable courage and unswerving faith of these men, held together and helped and reassured through the untiring energy of their leader, will add a chapter to the glorious history of California which, next to the satisfaction of the success which it will chronicle, will be a fitting tribute to the genius of faith and daring." At the time the attempt was made to establish the business, electric furnaces were yet in their experimental stage. Six different furnaces were built and tried by Mr. Noble, five of them proving failures. Still he was undiscouraged. The sixth was brought out upon plans so simple that the wonder is that it was not thought of originally. Yet it is different from any furnace in existence. From thousands throughout the country have come questions as to its success. The answer is this: The furnace is running every day and three times each day at regular intervals six tons of the highest grade soft pig iron are tapped from it. The electrical furnace is an assured fact, a commercially successful machine, the forerunner of a great new industry, an untold potential wealth to add to California's greatness. The plant of the Noble Electric Steel Company is situated on the north bank of the Pitt river,



in Shasta county, and on a standard gauge branch road known as the Sacramento Valley & Eastern, so that shipments may be made directly from the works. The plant covers an area of ten acres extending along the river for a distance of half a mile. At Heroult nature seems to have brought about a remarkable condition to assist man in perfecting his work. Here high upon the mountain back of the plant, extending from an unknown depth in an almost vertical ledge to its summit, is a deposit of magnetite iron ore, having a percentage of seventy in metallic iron. It is easily worked and can almost be drilled as it is so soft. The face of this ledge which has been opened is ninety feet wide and about fifty feet high. To all appearances the ore body is of great extent, sufficient to supply the needs of the smelter for an indefinite period. The deposit of limestone which is necessary in making a flux for the molten bath in the smelter adjoins the iron ore deposit. At the works there are six main buildings including the boiler house where steam for various uses is generated; the charcoal ovens or retorts; the refinery; the foundry, which contains the electric furnace, and the lime kilns.

In addition to the foregoing Mr. Noble is interested in a number of other enterprises throughout the state and is a heavy investor in California development work generally. He is a strong believer in the future commercial greatness of the state, believes that few sections of the country have been as richly endowed with natural resources and thinks it only a matter of time when enterprise and labor will convert these resources into marketable commodities.

On the 19th of July, 1871, Mr. Noble was united in marriage to Miss Grace Chalmers, a native of Adrie, now a suburb of Glasgow, Scotland. She came to San Francisco with her parents in childhood and of her union with Mr. Noble have been born three children: Grace, now the wife of E. V. D. Johnson, manager of the Northern California Power Company; Nora, the wife of E. E. Mead, proprietor of the Shasta Lime Products Company, of San Francisco; and Hebe Hamden, the wife of John Crawford, Jr., manager of the Noble Electric Steel Company at Heroult, California. Mr. and Mrs. Noble hold membership in the Methodist church and he belongs to the Union League Club. His political support is given to the republican party but he is now an active worker in its ranks. His interests have always been concentrated upon his business affairs and his activities have been exerted in broad fields where labor is productive of good results. Notably keen insight and broad intelligence have enabled him to recognize opportunities which others have passed heedlessly by and, moreover, he has the power to combine and coordinate seemingly

Hamden Holmes Noble

diverse elements into a unified and harmonious whole. His labors have indeed been productive of good results, placing him among the capitalists of the state and contributing largely to California's progress, upbuilding and prosperity.







*Geo. W. Pippen*



*Geo. W. Phipps*



## Colonel George H. Pippy



THE fact that Colonel George H. Pippy was one of the three commissioners who had charge of the distribution of the relief fund of nine million dollars following the disastrous San Francisco fire of 1906 at once establishes his position as a man in whom public trust in large measure is reposed, proving, moreover, his executive ability, his power of administrative direction and his intense patriotism and public spirit. There are many other interesting chapters in his life history, not the least important of which is his military record, bringing him in a notably short space of time and through the gradual promotion that comes in recognition of merit and ability to the position of colonel and judge advocate general in the National Guard of California. San Francisco is proud to number him among her native sons. He was born here June 7, 1858, his parents being Henry J. and Mary Alice (Daley) Pippy, the former a Bostonian and the latter of English birth. The father was a sea captain and first made the port of San Francisco in 1848, after which he continued to sail the waters of the Pacific until his death. Mary Alice Daley came to San Francisco by way of the isthmus route in 1854 and here gave her hand in marriage to Henry J. Pippy. In his native city their son, Colonel Pippy, pursued his education in the graded schools and in the Boys' high school, and when his text-books were put aside he engaged in the dairying business, establishing the Columbia Dairy, which has since become one of the largest dairies west of Chicago. Colonel Pippy is still sole owner, though he leaves the active management of the business to others. The depots are located in San Francisco and Oakland, and its supply is furnished by milk dealers throughout the Bay counties. After the dairy business had become firmly established as a profitable enterprise Colonel Pippy gradually withdrew from its active management and took up the study of law. For six years he was clerk of the San Francisco court and added much to his knowledge through practical experience in that position. In 1888 he was admitted to practice upon examination before the supreme court and immediately entered upon the active work of the profession in San Francisco, where he has continued to the present time—a period of twenty-four years, practicing independently throughout the entire

period save from 1901 until 1907, when he was associated with Judge Bahrs. His practice has largely been confined to commercial law and he is now attorney for the Pullman Company, the Palace Hotel Company, the American Biscuit Company and for many years has had the greater part of the Chinese practice in this city. His ability is pronounced; he carefully analyzes his cases, sees the correct relation of facts and reasons back along logical lines from effect to cause, thus reaching the central truth in connection with the litigation. His professional activity has received the indorsement of his contemporaries in practice and he enjoys the highest regard of the leading lawyers and judges on the Pacific coast as well as of the laity.

Colonel Pippy has always taken an active and helpful interest in matters pertaining to civic welfare, and to the betterment of the community individually and collectively. He has made a close study of great sociological and economic problems and of the more important municipal questions and is always found on the side of progress and improvement. As previously stated, he was one of the three relief commissioners chosen to take charge of the distribution of nine million dollars sent by the outside world to San Francisco when many of her citizens were rendered homeless and when almost every business interest in San Francisco was temporarily paralyzed. The work of relief under the direction of Colonel Pippy and his associates was carefully systematized and rendered most effective, preventing loss of time and insuring the judicious placing of the funds. In 1910 Colonel Pippy was made one of the three delegates from the state of California to the Mexican Centennial Exposition, where they were guests of the Mexican government. Always a staunch republican, he has taken an active interest in city and state politics, though not a seeker for public office. In 1904, however, at the time of Roosevelt's election, he was electoral messenger to Washington. On the occasion of one of the Colonel's visits to this city Colonel Pippy furnished the handsome black mare which he rode. Mr. Pippy is a lover of good horse flesh, is himself an accomplished equestrian and keeps splendid stables at his home in San Mateo, where may be found a number of magnificent animals. This property is but a part of his extensive realty holdings, which include much city and ranch property.

Of his military record Colonel Pippy has every reason to be proud. He enlisted as a member of Company F, Second Artillery of the National Guard of California, April 3, 1878, and became corporal. On the 3d of April, 1881, he reenlisted for three years, was promoted to the rank of sergeant July 9, 1883, under regimental orders No. 18, and on the 3d of April, 1884, he reenlisted. He was discharged April

6, 1885, under regimental orders No. 5. He was appointed major and aide-de-camp on the staff of the major general August 8, 1893, and qualified on the 25th of that month; became lieutenant colonel and ordnance officer of the division, September 20, 1895, and qualified on the 9th of November; became lieutenant colonel and aid-de-camp on the staff of the commander in chief, September 20, 1896, and qualified on the 4th of November, following; was appointed colonel and judge advocate general, October 19, 1903, qualified on the 27th of October, was recommissioned April 27, 1907, and qualified on the 10th of May. He was again recommissioned March 23, 1909, qualified April 17, 1909, and retired with the rank of colonel April 16, 1912. His connection with military affairs in the state made him widely known and the honors that thus came to him were indeed well merited. Colonel Pippy is the proud possessor of a diamond studded medal presented him in commemoration of his twenty-five years' service in the National Guard of the state, it being one of the only four in existence.

In 1882 Colonel Pippy was married to Miss Alice E. Carville, a daughter of O. S. Carville, a pioneer carriage manufacturer of San Francisco, who conducted business under the name of the Carville Manufacturing Company. Colonel and Mrs. Pippy have two children: Florence, the wife of John W. Plant, representative at San Francisco of the American Brake Shoe & Steel Company of Chicago; and Ethel, the wife of Dr. Clifton E. Faris, of Sacramento, California. Colonel Pippy's professional attainments, his civic spirit, his military record have all combined to contribute to his social prominence, and the attractive qualities of good comradeship, with appreciation for the social amenities of life, have given him equally high standing in the organizations with which he is connected. He belongs to the Olympic Club; the Union League Club, of which he was president for six years; the Rotary, Pacific Aero and the San Francisco Commercial Clubs; the Merchants' Association; the Army & Navy Club, of which he was one of the organizers and is now the president; and the San Mateo Polo Club. He is also a member of the San Francisco Chamber of Commerce. Colonel Pippy is a thirty-second degree Mason, a member of California Commandery, K. T., and a member of the Mystic Shrine. He also belongs to the Benevolent Protective Order of Elks at San Mateo. He is likewise a member of the Native Sons of the Golden West and one of the organizers and a member of the executive committee of the Home Industry League. Another has written of him: "A man of savoir faire, schooled in all the graces of hospitality and possessed of a knack for making the distinguished stranger within our gates feel as



Colonel George H. Pippy

though he is at home, Colonel George H. Pippy occupies an enviable position in this community. Colonel Pippy might be designated a 'good fellow' were it not that that erstwhile flattering term has been debased by careless usage. He is a man of easy address, a genial, smiling mixer, and a happy talker of witty, spontaneous nothings at the time when the black coffee circulates and the banquet board has been cleared of all but the wine and the cigars. Whenever there is a man of prominence to be entertained, a cabinet officer, a general from abroad, a foreign diplomat, a cleric of outstanding importance or a merchant prince with his eye on Californian opportunities, Colonel Pippy is always one of those who are entreated to sit at the speaker's table and give verbal expression to the felicities of the auspicious occasion. He has officiated so often in this capacity that it is not too much to say that prominent men all over the world know his aptitude and remember his twinkling smile. His reputation has long since passed our gates to penetrate the east and west. The world knows Colonel Pippy as one of San Francisco's representative hosts. San Francisco has long looked up to him as one of her foremost citizens. No public movement of worthy origin and commendable purpose lacks his hearty cooperation. He has left his impress upon most of the campaigns for civic betterment which have been waged during the past generation, and his energies for this sort of service are far from exhausted. For Colonel Pippy has the genius for public life. Colonel Pippy is that most unusual combination, a successful business man who is at the same time a lawyer of high distinction. In the management of a big business, the dairy business, he has exhibited that broad grasp of mercantile technique which stamps the man born for victory in the hard battles of trade. At the same time he has handled a large legal practice for our best people with enviable results. Perhaps in keeping busy, in being always hard at work he has found the secret of happiness. But there is another unit in Colonel George H. Pippy's formula of happiness. He is a man of unwearied charities. Unostentatiously, with what amounts to a horror of being found out, he is constantly doing good deeds for the needy, the downtrodden, the men and women who have fallen down in the fight and need special succor to regain their places. This is a side of Pippy's life which is known only to his closest friends, for he never parades his good deeds as some of our more spectacular philanthropists are wont to do. In club life Colonel Pippy has always been a prominent figure. His connection with the Union League Club is particularly noteworthy. He helped place that fine club in the eminent position it holds today in San Francisco clubdom, and he occupied the presidency with honor

to himself and to the gratification of his fellow members." Colonel Pippy's genial versatility was at its best as chairman of the committee on the banquet held under the auspices of the Commercial Organizations of California at the opening of the Palace Hotel in 1909, looking after the multitudinous details of the arrangements with the ability of a born host. His interests are not only wide and varied but of a most important character and he stands prominently among the distinguished citizens of San Francisco whose activities have been a potent force in promoting material interests, in upholding the legal status and in advancing the political, social and military affairs of the state.











Walker C. Graves.



Walker C. Graves.

## Walker Coleman Graves



SAN FRANCISCO knows Walker Coleman Graves as one of its foremost attorneys specializing along lines of civil and corporation law and as a representative of one of its most important commercial interests—the J. G. James Company, of which since 1910 he has been the presiding officer. Born in Fayette county, Kentucky, June 10, 1849, Mr. Graves is a son of Coleman and Virginia Graves, both natives of the Old Dominion, the father having been for many years a successful agriculturist in Kentucky. Walker C. Graves was educated in the schools of that state and subsequently attended the University of Kentucky, in which latter institution, after completing a course in languages, he attended the law school, graduating therefrom in 1878. In that year he was admitted to practice in all the courts of the state and entered the law office of the Hon. James B. Beck, at Lexington, who afterward became United States senator. In the same year, however, he came to San Francisco, where he has now been located for thirty-five years and has attained a position which places him among the most prominent lawyers of the state. Clear and forceful in presenting his cases, he soon demonstrated a broad and intimate knowledge of the principles of jurisprudence in all its phases and as his reputation spread his practice increased, connecting him with some of the most important litigation coming before the state courts. In 1888 Mr. Graves received public recognition of his ability in his appointment to the position of special assistant district attorney, serving in that capacity for two years. During that time he had charge of many important cases for the state, which he conducted equitably and fearlessly, receiving universal commendation. In 1890 he was a candidate for the position of attorney general of the state on the democratic ticket, but as it was the year of the republicans in the state he was defeated with the rest of his ticket. He then devoted his time entirely to his private practice, specializing along lines of civil and corporation law and has in that connection represented some of the most important commercial and financial interests in the state.

As his practice connected him with many sides of life and many institutions, industries and enterprises, he became himself interested with such interests and is now giving to them the major portion of his



attention. Since March 28, 1910, he fills the position of president of the J. G. James Company and assumed in that year control of the business as well as of numerous other large interests of the late Jefferson G. James, his father-in-law. The J. G. James Company was established in San Francisco in the '70s, by Mr. James, and in the course of years has become one of the foremost packing industries on the Pacific coast, also controlling extensive ranch properties and owning vast herds of cattle. Since he has entered upon his executive services in connection with the company he has engaged in the colonization of eighteen thousand acres of the famous Fish Slough ranch at Fresno, the property comprising seventy-five thousand acres and the deal which he has under contemplation involving millions of dollars. His ripe experience gathered through his law practice stands him here in good stead and his force of will, his ability, his foresight and his initiative, especially adapt him to conduct the mammoth enterprise, which has played an important part in the commercial expansion of the city and the agricultural development of the state. That his qualities along commercial lines are far beyond those possessed by the majority no one doubts. Aggressive and vigilant, to him open up new vistas of opportunities where others see but a blank wall and, never losing sight of his purpose or forgetting the goal for which he set out, he uses his successes but as stepping stones to still greater attainments, and although he has been actively connected with the commercial life of the state but a few years, the term captain of industry finds its justification in application to him.

On May 17, 1882, Mr. Graves married Miss Maude Strother James, the only daughter of the late Jefferson G. James, of whom more extended mention is made in another part of this work. Mr. Graves' fraternal connections comprise membership in the Masonic order, in which he is past worshipful master of Pacific Lodge, No. 136, F. & A. M., and he also is a past grand chancellor of the Knights of Pythias of California. Highly honored as one of the foremost men of his profession, he is numbered among the successful few whose names are deeply engraven on the legal arch of the state and, ever watchful of opportunities pointing to success, he has never feared to venture upon new fields of endeavor. Correctly judging his own capacities and of those things which go to make up life's contacts and experiences, he has been carried by his even-paced energy into important business relations that not only result in his own prosperity but make him a serviceable factor in the growth and upbuilding of the state of California and the city of San Francisco, which has no son more loyal to her interests than Walker Coleman Graves.





*Samuel Seymour*



*James Leitch*



## Captain Samuel Seymour



AN FRANCISCO pays tribute to the memory of Captain Samuel Seymour, a well known pioneer settler, who in various capacities did so much to add lustre to the city as a great seaport and commercial center, and whose many fine personal qualities endeared him to all with whom he came in contact. He was a descendant of the well known Seymour family of Hartford, Connecticut, and Utica, New York. Other representatives of the name were Governor Henry Seymour, of Connecticut, and Governor Horatio Seymour, of New York, cousins of Captain Seymour. The last named was born in Hartford, Connecticut, October 9, 1817, and was but forty-one years of age at the time of his demise. Living adjacent to the sea, his attention was early attracted to navigation interests and he worked his way upward to the captaincy of vessels, being for a long period commander of the famous old steamboat Delaware, which plied between New York and Boston more than half a century ago. In 1853, on the eve of his departure for California, where he was commissioned to navigate the Delaware's sister ship, the Senator, he was presented a beautiful silver tea service by members of the Sanford Independent Line of Steamships. He was also presented with a gold watch and chain. Among the donors were gentlemen of New York and Philadelphia and attaches of the steamers Delaware and Kennebec. Among the number were Captain James B. Sanford, of New York, Captain Raybold, of Philadelphia, and many others. In response to the presentation speech Captain Seymour said:

"I scarcely know how to express the thanks this truly splendid present claims, much less to say how dear to me are the feelings which prompted and the sentiments which accompany it. It is indeed a proud satisfaction to me, in this hour of my departure, to know that the humble abilities, which for the past few years I have here devoted, are not unappreciated by those who have been my faithful colaborers. I shall never look upon this beautiful monitor of passing time, without recurring to time past and absent friends. I assure you, gentlemen, that in the distant sphere of duties to which I am called, it will be my constant endeavor so to conform myself as to



maintain your good opinion, and realize the bright anticipations you have formed and so flatteringly expressed in regard to the future."

After his removal to the west, Captain Seymour, as commander of the steamer Senator and at the time of his death the steamer New World on the Sacramento route, became widely known and was greatly respected by all; in fact he won many warm friends among those who traveled on the steamships which he commanded. One of the local papers wrote at that time: "Rarely do we find a man so universally honored and beloved. In our duties which called us so often up and down the Sacramento, we knew him well; we loved him as a man and felt proud to claim him as a friend. We shall miss him and feel the loss of his cheerful smile and welcome voice. The California Steamship Navigation Company, his brother officers in the line, and the citizens of all parts of our state also feel the loss and tender their deep sympathy to his family, on whom this heavy bereavement falls." At the announcement of his death the flags on the line of steamers were suspended at half-mast and wherever the news of his death was received, the flags of the ships signified that a commander known and valued had passed away.

Captain Seymour was married on the 8th of August, 1839, to Miss Frances Maria Blake, of Wrentham, Massachusetts, and they became the parents of five children: Lucy Maria, who was the first wife of Captain John Bermingham; Mary Anna Blake Seymour; Charles Edward; Samuel; and Frances Amanda, the second wife of Captain John Bermingham.

Captain Seymour attained fame and prominence in his especial field of labor and commanded the respect and confidence of all with whom he came in contact. At his death he left behind him a wife and four children, to whom he was bound by the strongest ties of affection and love. Moreover, he had become so widely known and had endeared himself to so many that his death was deeply deplored over the entire state. He was in the very prime of life when he was called to the home beyond, yet his memory is still cherished by those who knew him, while his name has been ineffaceably traced upon the pages of San Francisco's history.





*AL Freeman*



*Albert Einstein*

## Abraham Clark Freeman



NOT only San Francisco but America has reason to be proud of the record of Abraham Clark Freeman, lawyer and author, whose labors were of incalculable benefit to state and nation. He was born in Hancock county, Illinois, not far from Warsaw, on the 15th of May, 1843. His parents were Obadia Skank and Nancy (Clark) Freeman. The former, a native of Ohio, was a son of John and Harriet (Alston) Freeman and the mother was the descendant of one of the signers of the Declaration of Independence. On both the paternal and maternal sides Abraham C. Freeman was descended from English ancestry who came to America in colonial days from Stratford, England. Abraham C. Freeman early displayed aptitude in his studies and although his educational opportunities were somewhat limited he had qualified himself for teaching when seventeen years of age. The following year his father decided to remove to California and Abraham Clark Freeman accompanied him, arriving in this state in September, 1861. The family home was established in Elk Grove and the subject of this review secured a position as teacher in a district school in San Joaquin county in the winter of 1861-2. He regarded this, however, merely as an initial step to further professional labor. From early youth he had cherished the ambition of one day becoming a lawyer and after spending the intervening months to September, 1863, upon his father's farm, he went to Sacramento where he found employment in the office of the Hon. Morris M. Estee, who was then district attorney of Sacramento county. He remained in that office for two years under Mr. Estee and for four years under the Hon. James C. Goods, devoting every possible moment to the mastery of the principles of jurisprudence although long before he quitted the office he had been admitted to the bar. In fact he had spent only six months in study when he successfully passed the examination before the supreme court in July, 1864, only six weeks after he had reached the age of twenty-one years. Before leaving the district attorney's office he became a partner of the Hon. Thomas H. Clunie and following the severance of their connection joined, in 1872, Hon. J. H. Alexander, who was one of the superior court judges of California. In 1879 he became a partner



of G. E. Bates, with whom he removed to San Francisco in November, 1886.

In the meantime Mr. Freeman had taken active part in framing the organic law of the state as a member of the constitutional convention of 1878-9. In the year 1900 he was appointed by Governor Gage as commissioner to suggest amendments to the codes, to adapt them to the new constitution. His associates on the commission were Judge Van Fleet, of San Francisco, and Judge Denis, of Los Angeles. Mr. Freeman always continued in the practice of law and had a large and important clientage but is more widely known because of his law authorship. His first volume on the "Law of Judgments" was published in 1873 and was the first national treatise written or published in California. Its recognition and success were unprecedented. Surprise at the fact that a law treatise should be both written and published in the extreme west grew to astonishment as the high character of the work came to be known and understood. The *American Law Review* said of it: "It seems impossible for a young lawyer to have composed so good a book in so good a manner; yet it seems also impossible that, if old in law, so able a lawyer should not long since have become familiar to the profession everywhere; and we confess to a painful doubt lest he turn out to be some eminent barrister whom not to know is only to confess our own ignorance." The *Law of Judgments* was soon afterward followed by his work "Cotenancy and Partition," which was issued in 1874 and then in turn came his learned and exhaustive treatise on the law of "Executions," which came from the press in 1876. In writing of his professional career the Recorder of San Francisco said: "He gave the best that was in him for the promotion and dissemination of the condensed legal ideas with which his wonderfully quick and direct brain was so familiar. His work has, as it were, radiated from him apparently without effort. The most knotty legal problem was solved in his unique and direct manner, which still further strengthened the likeness to Abraham Lincoln. But it is mainly with regard to his legal works that we speak of his as a great public servant. From the time when he commenced his publications—his monumental work on Judgments, which ran through four editions from 1873 to 1892, than which we venture to say no work is better known throughout the whole continent, his work on Executions in civil cases, which he produced in three editions between 1876 and 1891, his earlier work on Cotenancy and Partition, which was produced in 1874 with a second edition in 1886, his splendid contribution on the subject of Partition to the thirtieth volume of the 'Cyc'—all through these works run the

undoubted mark of his peculiar ability. Strong in seizing his facts, stronger in discrimination, he was at his best in that keen analysis which never failed him in dissecting his legal subject with almost surgical delight, and his judgment was unflinching; we are nearly justified in saying that his judgment was unerring. The works we have mentioned, great in themselves and in their service to the profession, appear puny and insignificant beside the colossal work upon which he had been engaged for the past twenty-five years. His name will go down to posterity forever coupled with the editorship of the trinity series of reports, the American Decisions, the American Reports and the American State Reports. In 1886, when on the death of Mr. Proffatt he assumed the chair of the American Decisions, then in their twelfth volume, his modesty made it apparent that he entered upon the great work with an amount of diffidence that might well have become a less learned man. We quote the final three lines of his then preface: 'The public may, however, rely on me, at all times, putting forth my best efforts to make the American Decisions worthy of continued confidence and support.' And well and truly did he fulfill the promise that he appeared to make to himself. The American Decisions, under his editorship, ran through ninety-two volumes and were succeeded by the sixty volumes of the American Reports, and at the time of his death the American State Reports had reached their one hundred and thirty-fifth volume and he had prepared in advance the cases for the next two volumes. Of the merits of those works we shall speak presently for, before leaving the arena of his labors, it will be remembered by those of us who watched the completion of our codes that he and Mr. George J. Denis, of Los Angeles, and the present Judge Van Fleet, were the associated commissioners for our code. Only those who are conversant with the ground that these codes cover, only those who have written and some of those who have read legal works, can appreciate the amount of mental labor which the untiring editor of the trinity seemed to diffuse,—always at work, always busy, yet always with a smile and kindly greeting which made him beloved of those with whom he came in contact. After his work on Judgments was published the American Law Review, Volume VII, pages 714-15, said: 'Mr. Freeman has astonished us on every point and we predict for him real eminence as a legal writer. Scholarly, modest and lucid, both in general arrangement and detailed expression, we have rarely found ourselves able to give such praise to the works of any writer, much more to one whose name is, until now, unfamiliar to the profession.' Twenty-five years later the same Review, in speaking of Mr. Freeman's work in the American Decis-

ions and State Reports, says: 'It is our deliberate judgment that if this enormous mass of annotations, written in careful text-book form, built with skill and patient diligence, were collected, arranged and printed in the form of an abridgment, no similar publication could hold the field. Mr. Freeman, however, disdained the idea of producing a separate encyclopedia of law. His aim was unique. By combining his commentaries with a fine selection of cases, drawn from every state in the Union, he produced an original and unified system, the benefits of which will be lasting. Mr. Freeman's life has been essentially an intellectual one. He has looked upon stirring scenes and stood in the midst of the dissensions of men but his dispassionate nature and the dominance of his intellectual faculties kept him from assuming any conspicuous place of activity in the turmoils he witnessed. He was a striking type of self-made man. Neither so exceedingly lowly in his origin nor so exalted in future life as Abraham Lincoln, he was unmistakably of the same stuff, born in the same state and, like his great prototype, he had his way to win in the world, with little besides a rugged frame and stubborn will and clear brain and an honest conscience.'

Mr. Freeman was, moreover, an interested student of the questions and issues of the day. Notwithstanding his great authorship he did not live his life as a man apart from the great majority. He enjoyed the companionship of his friends and they were many, and in his home he was a devoted husband and father. It was on the 17th of September, 1867, at Elk Grove, that he married Miss Josephine B. Foulks, a daughter of Alfred and Euphemia (Pugh) Foulks, the former a native of Pennsylvania, whence he removed to Ohio where he became a prominent merchant. The mother was a native of Mansfield, Ohio. Mr. Foulks died during the infancy of his daughter, Mrs. Freeman, and in 1853 his widow came across the plains, the trip requiring six months. She located at Elk Grove, California, in the Sacramento valley, and there Mrs. Freeman remained until after her marriage. Unto them was born a daughter, Mabel V., who is at home with her mother. Mrs. Freeman is of Holland-Dutch and English descent on the paternal side and of Welsh descent in the maternal line. Her ancestors came to America at a very early day. One of her paternal great-grandfathers was Henry Ullery, who was born March 3, 1737, and died in 1831 at the age of ninety-four years. Her grandfather, George Foulks, was born in Virginia and later on removed to Pennsylvania. John Pugh, the great-grandfather in the maternal line, was a native of Wales while her grandfather, Jonathan Pugh, was born in Virginia. Devoted to the welfare of

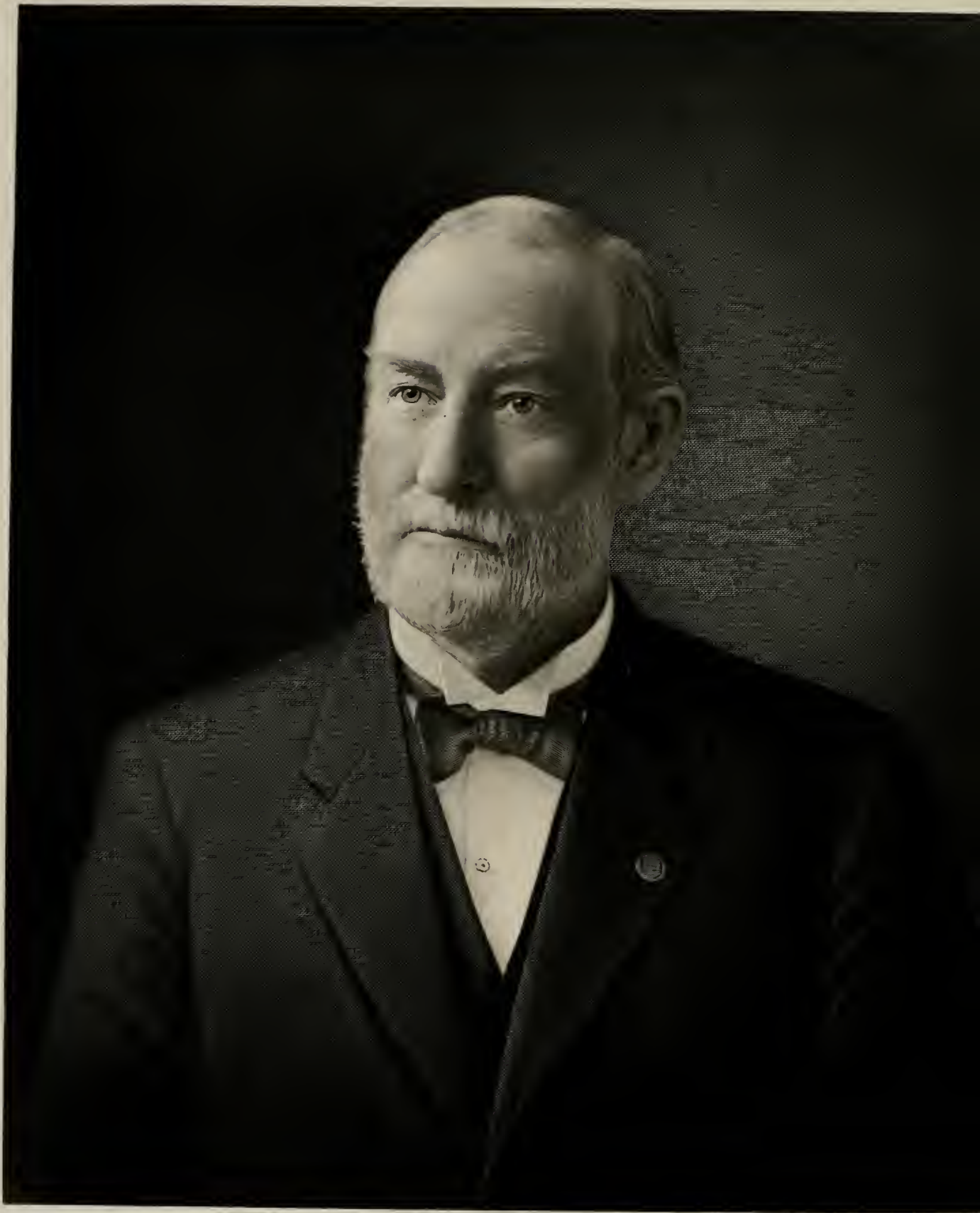


his family, Mr. Freeman was also a faithful friend and his judgment was always founded on the standard of worth and not of wealth or birth. The family circle was broken by the hand of death on the 11th of April, 1911. Again we quote from the Recorder: "He died as he would have wished, in harness. He loved work for work's sake. There was not a lazy fibre in his body nor a single instinct that was not pure. No thought ever entered his head to lighten his voluntary burden by laying a portion of it on the shoulders of those who were growing up around him and under his immediate training. In his later years he might have freed himself from all but the general supervision of the series he had established, but it was impossible to persuade him, until the last few months, to relinquish his beloved task of selecting cases and annotating them, although none knew better than himself the caliber of the men he had chosen and that they were as ready and as willing, and perhaps, when the responsibility would be cast upon them, almost as able as the great editor would like to have seen them. It would not be fair to say that we shall never look upon his like again. It would not be fair to those who are about to succeed him, as he succeeded Mr. Proffatt. But it must be remembered that there are reasons why the country is not producing men of his stamp. The reason is obvious. Geniuses are not produced and Abraham Clark Freeman was a genius in the fullest sense of the term. Apart altogether from the fact that he did have the capacity for taking the infinite pains attributed to a genius, his remarkable faculties were as developed in the line of legal production as were Mozart's or Beethoven's in the musical. We have heard of Napoleons of finance. Abraham Clark Freeman goes to his grave a Napoleon of legal erudition and of honest intention."







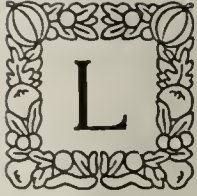


Wm. H. H. Hard



*Wm. H. Harg*  
*Ca*

## William H. H. Hart



LET one who has the gift of romance but touch his pen to the life and career of William H. H. Hart, and he will produce a tale of stirring adventure in early life and signal accomplishment in later years that have placed Mr. Hart in the ranks of the most famous men in California's history. It would be merely prosaic to say that Mr. Hart is one of San Francisco's leading lawyers, and his has been anything but a prosaic existence. For the purposes of this biography, the various events of his career can be but briefly touched upon, but they will suffice to indicate the manner of man and the extent of his achievements. As a citizen of California and of San Francisco, he is best remembered as one who served the state well as attorney general, and as the man, who in private practice carried through to a successful issue one of the most famous probate cases in American jurisprudence.

Mr. Hart is a native of Yorkshire, England, his birth occurring on January 25, 1848. Curiously enough, he was named after the famous American whig president, William Henry Harrison. He came to America with his parents in May, 1852, when they settled in Illinois. In April, 1856, when he was a lad of only eight years, he was kidnapped from home by Indians, who kept him for several months, and gave him a taste of savage, outdoor life that he has never forgotten. The following October he returned to his home, and in the spring of 1857 the family removed to Iowa, where his mother died within a year, his father surviving her until April, 1859.

As a boy he first supported himself by herding sheep, attending school during the winters, for two seasons. In these school days he made the acquaintance of a young man named Hinekley, who was fifteen years his senior, and they became fast friends. When the Civil war began, young Hart was only thirteen years of age, but unusually hardy and strong, and an adept in the use of firearms. In the winter of 1861-62, he went to Cairo, Illinois, where Grant was then stationed, and also his friend Hinekley, as commander of a company of private scouts and in the confidence of Grant by reason of important services he had rendered to the Union leader. He joined Hinekley's scouts and beginning in January, 1862, he took part in the cam-



paigns about Shiloh, Vicksburg, Fort Donelson and Chattanooga. He was in command of Hinckley's company at the battle of Missionary Ridge, and while carrying dispatches from General Grant to General Sherman's right wing, through two and one-half miles of territory occupied by the Confederate forces, he was wounded three times. On recovering from his injuries, he returned to his home in March, 1864, and attended the public school. The following May, however, he reenlisted, this time in the Forty-fourth Iowa Infantry, as a private. The following September he was mustered out, but continued in the service as a scout for General Thomas around Nashville, taking part in the great battle which was fought there in December, 1864. The following February, (1865) he enlisted in the One Hundred and Forty-Seventh Illinois Infantry, was wounded in April, 1865, at Pullam's Ferry, and was finally mustered out in February, 1866.

His ambition to become a lawyer had begun while he was still a soldier, doing provost duty at Dawson, Terrell county, Georgia. A former judge had given him a copy of Blackstone and advised him to study it diligently. This he did during his spare time, and for two years after he was mustered out he studied in the public schools in the daytime and pursued his legal investigations nights. In September, 1868, he was admitted to practice in the county courts of Iowa, and he still lacked four months of having attained his majority when he was admitted to practice in the district courts. In September, 1869, he became a full-fledged attorney with his admission to the bar by the district court and the supreme court of the state in April, 1870. Making his home in DeWitt, Iowa, he was elected city attorney, and early gained recognition as an able criminal lawyer. In 1873, he came to California and began practice in San Francisco. He quickly attained prominence and also took an active part in politics. In 1886 he became the republican nominee for attorney general, and although he received seven thousand four hundred more votes than the republican candidate for governor, he was defeated when the democrats swept nearly all of their candidates into office. In 1884 he undertook the task of advocating the construction of a belt railroad around the harbor front of San Francisco and in 1886 made his fight and canvass as attorney general on that issue, and with the aid of the late William L. Merry he succeeded in having it introduced in the state legislature in the session of 1888 and passed a bill providing for the building and operation of a belt railroad in San Francisco and the same has been partially constructed and is now in operation. In 1890 he was again the nominee for attorney general and was elected.



He served the state with honor and distinction, and following the expiration of his term in 1895 he withdrew from public life, and devoted himself to his rapidly growing private practice. He specialized in probate matters, and as has been stated, he won his fame as a lawyer in this particular field. Among the large estates which he was employed to handle in the probate courts were that of Thomas H. Blythe and that of Louis P. Drexler, the latter leaving an estate aggregating two million dollars. The Blythe case is especially worthy of more extended mention.

Under the assumed name of Thomas H. Blythe, an Englishman of obscure parentage came to San Francisco in 1849 and acquired a large amount of property, principally in the heart of San Francisco, which at the time of his death was worth approximately three million dollars. He died suddenly on April 4, 1883, leaving no will—although Mr. Hart, as his attorney, had at Blythe's request made a rough draft for the formal adoption of Florence, the daughter of Mr. Blythe. Mr. Hart having learned from Blythe that the latter had a child in England, he caused the girl to be brought from England to San Francisco, where she became the center of one of the most famous legal battles in history. The trial began in July, 1889, and on July 31, 1890, Judge Coffey decided the case in favor of the daughter, Florence Blythe, and against a number of claimants from all parts of the world. There were some thirty appeals to the state supreme court, all of which were decided in favor of the daughter, and four more to the United States supreme court, where they were similarly adjudicated, the estate being finally settled in April, 1901, and Florence Blythe Hinckley—she having married in the meantime—was given a clear title to the wealth left by the famous old millionaire. In the conduct of this remarkable litigation, Mr. Hart displayed rare judgment and signal ability, and his successful settlement of the numerous suits brought him deserved recognition as a brilliant lawyer.

Mr. Hart also is well equipped for the handling of mining litigation, having an expert knowledge of metallurgy, while he personally, has large mining interests, besides being attorney for several large corporations. In this, the twilight of life, he is still in the possession of unusual vigor, clear-brained and active, and any inward pride he may have in his life of accomplishment is justified by the record which has been but briefly sketched in this tribute.

Mr. Hart was married in DeWitt, Iowa, to Loretta B. Hedden, on September 10, 1874. They have one son, Lowell J. Hart, born September 11, 1888.







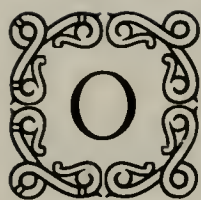
Geo. M. Neer



*G. W. [unclear]*



## George Washington McNear



ON DECEMBER 28, 1909, there passed away in San Francisco a man whose name will go down in history as the "Grain King of California." In the days when California was the world's granary, when her wheat was being shipped to all parts of the world, George W. McNear was a power in the land.

He was born at Washington, Maine, March 27, 1837, coming of a family which was prominent in the early history of this country. He was a direct descendant of the famous Indian fighter of the early days, Captain John McNear.

Young McNear obtained an elementary education in the public schools of his native town, but at the early age of fifteen he responded to the call of the sea. His progress as a sailor was rapid, for at eighteen he was the master of a sailing vessel and for six years commanded packets which plied in Mississippi Sound.

After a few years' residence in New Orleans he returned to Maine and then came to California by way of the isthmus, arriving at San Francisco, August 2, 1860. Shortly afterward he went to Petaluma and became a partner of his brother, John A. McNear, in the grain business. This was the beginning of a career that is conspicuous in the history of California's pioneers. In 1870, however, he saw larger opportunities looming on the coast and he withdrew from partnership with his brother and entered the grain business on his own account in San Francisco. From this comparatively small beginning he developed the business which, outstripping all competitors, gave its owner his unique and expressive appellation. His success was immediate, and it was not long before he made use of his knowledge of ships and became the owner of a number of coast-wise and deep-sea vessels and began sending his own grain and that which he purchased all over the world. In due time the sails were supplanted by steam, and his business grew to vast proportions, until it finally was incorporated under the name of George W. McNear, Inc., with branches in London and Liverpool. At one time he was the owner of more than one thousand acres of wheat land in various parts of the state, while his warehouses at Port Costa were capable of holding sixty thousand tons of golden grain. In the natural course of events, he figured prominently in

many spectacular wheat deals, and usually at immense profit to himself.

In addition to the business conducted as George W. McNear, Inc., Mr. McNear had other extensive financial and commercial associations. He promoted and was the president of the first electric street railroad, operated in the city of Oakland, and was also president of the First National Bank of that city. He also had extensive interests in Port Costa, being president of the Port Costa Water Company and Port Costa Milling Company.

In the furtherance of a movement to bring the large business interests of the city under a compact organization for mutual welfare and for the maintenance of high standards, he was largely instrumental in effecting the consolidation of the old Produce Exchange with the Merchants' Exchange, and it was during his second year as president of the combined organization and with his aid that a movement for the erection of the present Exchange building was consummated.

In the business world, the splendid success of this man commanded the admiration of his fellows, but not simply because he had succeeded in amassing a fortune. His achievements were due not only to his keen foresight and bargaining ability, but for those sturdy virtues of honesty and probity which are after all, the lasting foundations of such a career. Though never seeking public office, he devoted much of his time to unselfishly promoting movements having to do with civic betterment. In his personal dealings with his fellowmen, he was kind, generous and free-hearted, never spurning the appeals of those who were in need, and with ever a word of comfort and a helping hand for those who were victims of "outrageous fortune."

He was a member of the Masonic order, and of the Pacific-Union Club. Before coming west he was married on November 2, 1859, to Amanda M. Church, at Bangor, in his native state. To them were born the following children: Mary A., who married Phillip E. Bowles; John A.; George W., Jr.; Frederick W.; Elizabeth; and Seward B.

As a husband and father, Mr. McNear found solace from the cares of his immense business with his family, who when he passed away suffered the loss of a loving and indulgent husband and father.





*William Cluff*





*William Huff*



## William Cluff



FOR a year prior to his death, which occurred on the 3d of September, 1912, William Cluff had lived retired. Prior to that time he had been a prominent figure in business circles as head of an extensive wholesale grocery business which he founded and built up from a humble beginning to one of the large mercantile enterprises of San Francisco. It was not success alone, however, that made William Cluff a leading resident of this city. There were in him those sterling qualities which win friendship—a recognition of the worth of others, an appreciation for the good qualities of his fellowmen and a kindly consideration and sympathy manifest in his connection with all with whom he came in contact. His conduct always had its root in high, manly principles resulting from a study of life's lessons and an understanding of life's purposes.

Mr. Cluff was born in Trillick, County Tyrone, Ireland, in 1855, and during his youthful days came to America. Other members of the family, however, remained on the green isle of Erin, where one of his brothers, John Cluff, still resides. On coming to the new world William Cluff established his home in San Francisco. He had but limited educational advantages in youth and scarcely any other opportunities which are regarded as a help in the later battle of life, but he educated himself through reading, observation and experience and he also achieved prestige and fortune. He had the usual struggle of the young man who must provide for his own support and earn the capital which will enable him to start out in life on his own account. At length from his labors he saved a sum sufficient to enable him to enter commercial circles as an independent merchant and from a small beginning he developed a wholesale grocery business that was one of the largest enterprises of the kind in the entire west. He was the representative of the leading grocers of Europe and as his trade reached out along constantly ramifying lines, covering a broader and broader territory, he established branch houses throughout the Pacific coast country in order to more readily meet the demands of his patrons. It was characteristic of Mr. Cluff and

his kindly, considerate attitude toward those with whom he was associated that when his health began to fail and he foresaw the result, he allotted stock in the business to all who had aided him in its up-building and permitted them to pay for it as they could, thus providing the way for a profit sharing that was at once as practical and resultant as it was unusual. In the disastrous fire of 1906 the wholesale grocery house of which he was the head was destroyed, bringing him heavy losses, but he began all over again with undaunted courage and determination and amassed another fortune.

Mr. Cluff was united in marriage in January, 1879, to Miss California Colton, and they became the parents of four daughters, all of whom are prominent in San Francisco society. These are: Mrs. Maud Downey, of Menlo Park; Mrs. J. C. Wilson; Mrs. John Breuner; and Mrs. Edwin Janss, of Los Angeles. The family reside at the Fairmont Hotel during the winter, while the summer months are spent in their country home in Menlo Park and there it was that Mr. Cluff passed away on the 3d of September, 1912.

In every relation of life he had commanded the confidence and good-will of associates and all who knew him. He was spoken of by one of the city papers as "a broad-minded, wholesome man, beloved by all who knew him." His political allegiance was given to the republican party, of which he was a stalwart and earnest advocate. Many times he was tendered the nomination for mayor but always refused the candidacy, although he took an active part in politics. He was a very prominent Mason and held high rank in other fraternities. His membership in Masonry was with Excelsior Lodge, F. & A. M.; San Francisco Chapter, R. A. M.; Golden Gate Commandery, K. T.; and Islam Temple of the Nobles of the Mystic Shrine. In early manhood he was an active member of the state militia, in which he rose to the rank of major. His religious faith was evidenced not only in his membership in the First Presbyterian church but in every act of his life. He closely followed the teachings of Him who came not to be ministered unto but to minister. He was constantly reaching out a helping hand to those who needed assistance and his philanthropy was one of his most marked characteristics. It is well known that he gave away great sums yearly but he hid his charity under the cloak of secrecy. He would discuss it with no one, but there are many who bear testimony of his kindly assistance in the hour of need and it is believed that there were various occasions when he met the demands of the hour for a needy one who did not even know from whom he received assistance. He was content to give

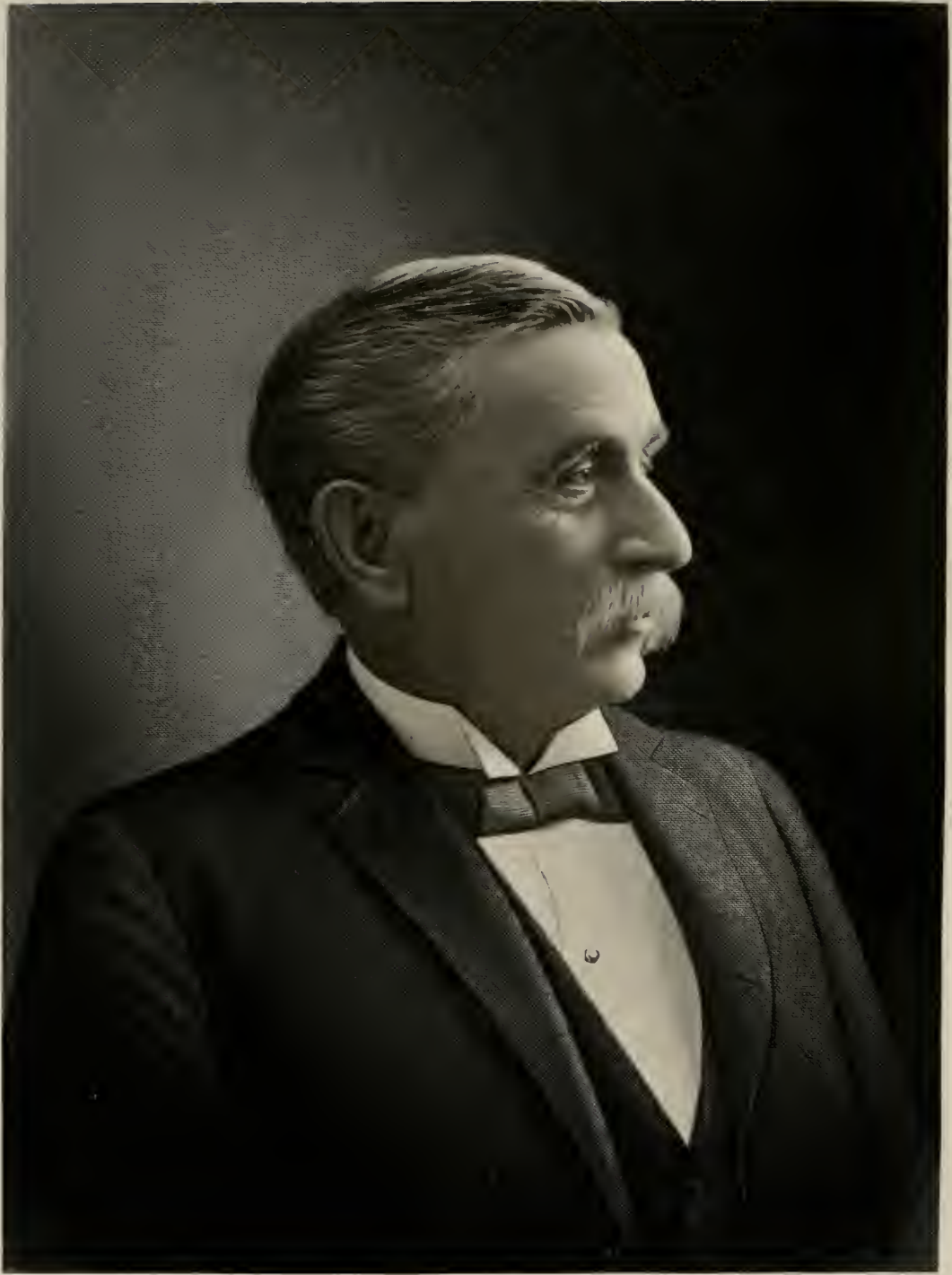
without the rewards of recognition and praise. To his friends, and they were many, he was ever loyal and in his own home he was a devoted husband and father who counted it his greatest happiness to promote the welfare of his wife and daughters.











*Wm A Mills*



*Wm. G. Mills*

## William Harrison Mills



WILLIAM HARRISON MILLS, the son of the Rev. Ephraim Mills, a Methodist Episcopal clergyman, and Mary Woorster Mills, was born in Fayette county, Indiana, September 12, 1836.

His father and mother were Kentuckians of good family, who manumitted their slaves and moved with a group of neighbors from Fayette county, Kentucky, to Indiana, naming the county in which was their new home after their former one. Ephraim Mills was an ardent abolitionist and a man of learning and culture. He died in 1850 and William went to Illinois to live with his sister, Sarah, wife of Joseph Graham, of the manufacturing firm of Graham & Roberts. From 1856 to 1861 he lived with his mother in Wilmington, Ohio. Upon her death in 1861 he went with Mr. and Mrs. Graham to California. He was for a short time superintendent for Stone & Hayden at San Quentin, where he saw prisoners so cruelly treated that he became an ardent worker for prison reform, and through the Rev. C. S. Haswell, then in the legislature, he passed the Goodwin act, establishing the credit system for good behavior. Later he was appointed by Governor Perkins a member of a commission to investigate prison conditions, the other members being Robert Watt and George W. Gibbs.

In 1863 he went to Sacramento, where he became editor of *The Rescue*, a small newspaper. His writing soon attracted attention, and he was offered the editorship of *The Record*, the rival of *The Sacramento Union*, then a great power in the state. *The Record* under Mr. Mills' management soon outstripped *The Union*. *The Union* was bought by *The Record* and the two newspapers were united by Mr. Mills and called *The Record Union*, which Mr. Mills edited and managed for over twenty-five years. During the years of his life as an editor he was one of a coterie of writers who did much social service, among these being George F. Parsons and Henry George. In 1883, though continuing in the management of *The Record Union*, he became land commissioner of the Central Pacific Railway, a position made vacant in that year by the death of B. B. Redding. In his capacity as land commissioner he worked for increased colonization, irrigation of desert lands and scientific farming.

He founded the California Press Association and the State Board of Trade. He took for C. P. Huntington to Paris, in 1900, a complete exhibit of California products and resources. He inaugurated the movement for forest protection and advocated the division of the great ranches into small farms. As a firm advocate of irrigation for the interior valleys, he lived to see the government grapple with this problem and inaugurate plans which have brought about the watering of thirteen million acres of western arable lands. He inaugurated the movement for the protection of the state's immense and valuable forests of redwood, pine, spruce, cedar and fir, and was among the first to advocate the cutting of the great ranches into small farms for the purpose of settlement and intensive cultivation.

He was a distinguished essayist. In 1898 he wrote "The Purpose of Our Nation in the Present War," which attracted the attention of President McKinley and Robert G. Ingersoll. He belonged for several years to the University Club, the Unitarian Club and the Chit Chat Club, for which he wrote some notable essays, among these being "The Panama Canal" and "John Wesley, an Evolutionist."

Always a student, never satisfied with his present mental equipment, he possessed a store of general information that was amazing in its breadth and scope. Naturally, he was a brilliant conversationalist and a forceful, convincing and entertaining public speaker. In the interests of state development and settlement he was especially effectual. His conversational powers and wide knowledge of men and events attracted to him many of the most eminent men of the time. During the life of Collis P. Huntington he was invariably chosen to preside over the famous banquets given by that captain of industry. Many of his writings, in the form of pamphlets and editorials, were pointed to as masterly efforts in their line.

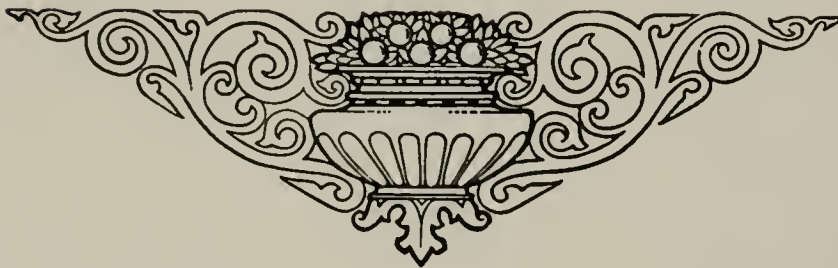
On the personal side he was known as a generous, kindly, charitable gentleman, a sincere friend, and a foe of artifice and deception. He financed the building of the Good Templars' Orphanage at Vallejo, utilizing his paper, *The Rescue*, to further the movement, and that institution stands today as a monument to his zeal.

He attended the First Unitarian church and was a close friend of the great divine, Horatio Stebbins.

In 1867 he married Maria Elizabeth Haswell, daughter of the Rev. C. S. Haswell, a prominent figure in the early days of California. He is survived by his widow and one daughter, Elizabeth, wife of George Edward Crothers, of San Francisco. His other children were Ruskin Mills, Irving Wood Mills and Ardella Mills, all deceased.



In the death of William Harrison Mills, the state lost one of her most tireless workers for her upbuilding and advancement. His passing closed a career full of social service and countless signal achievements—as brilliant as any that could be found in the long roll of California's great men.









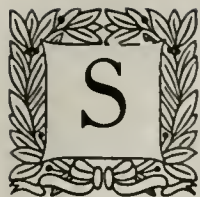


*J. H. Turner*



*A. J. Turner*

## Thomas Richard Turner



AN FRANCISCO, a city of boundless resources, offers many and varied opportunities for material success and prominence in all the different professions and avenues of business activity. As a seaport she has among her residents those who have been active in shaping the shipping industry of the coast, to which class belonged the late Thomas Richard Turner, although in his later years he bent his activities in other directions.

Born in Liverpool, England, April 4, 1861, he was a son of James Turner, an English inventor of note. In 1875 he came to San Francisco and entered the employ of the Pacific Coast Steamship Company, remaining with them for twenty-seven years. The faithful performance of his various duties brought him frequent promotions, and he rose to the position of purchasing agent and port steward in the employ of that great enterprise. For many years he also was associated with Captain John Barneson in various lines. They were at one time the principal owners of the famous Teehau Tavern, and also organized the Wabash, the W. K., the Turner Oil Company and many other successful oil companies operating in Coalinga, California. During the Spanish war Mr. Turner invented a folding bunk for use on steamships. He came before the proper authorities with this device, which was adopted by the war department, and from the sale of which he reaped a large fortune. The acquisition of wealth, however, did not change his attitude toward his fellows, for he was ever genial, kindly and always willing to extend a helping hand to those in need or distress. In his business dealings he was the soul of honesty and integrity, while his experience as purchaser for a large steamship company gave him a wealth of experience and a knowledge of values that contributed greatly to his material success.

He was a member of the Roman Catholic church, while his only fraternal connection was with San Mateo Lodge, No. 1112, Benevolent Protective Order of Elks. In April, 1882, he was married to Miss Annie L. Smythe, daughter of the late Thomas and Elizabeth (Reid) Smythe. Mr. Smythe was a graduate of Trinity College, Dublin, and at an early day came to America, making his way to California in the early '60s. He was a mining engineer and died



Thomas Richard Turner

about 1870, when a comparatively young man. To Mr. and Mrs. Turner were born six children, of whom Herbert J., the third in order of birth, is deceased. The others are Thomas J., Grace, Harold, Arthur L. and Richard R.

The death of Mr. Turner occurred April 11, 1909, in Liverpool, England, while he was on his way to visit his old home. California mourned the loss of one of her valued and representative citizens. He had assisted greatly in the upbuilding of San Mateo, where he had erected many residences, and was also instrumental in building the Elks Club. To his credit may be attributed picturesque Turner Terrace, occupying a tract of four acres. Various measures and movements for the benefit of the city received his indorsement and cooperation, and his efforts were indeed a factor in its material development and adornment. Charity was also one of his strongly marked characteristics, and his humanitarianism was constantly manifest in a spirit of helpfulness. He had a particularly tender feeling toward the homeless boy and any lad who appealed to him received his assistance and through his instrumentality was placed in a position where he might earn an honest livelihood. He was above all devoted to his family, finding his greatest pleasure in ministering to the comfort, happiness and welfare of his wife and children.





*Wm. J. Green*



*Walter J. Green*

## Milton J. Green



AMONG the members of the legal profession in San Francisco who have attained conspicuous success in their chosen calling and whose prosperity is based on the ability, intellectual force and power of personality which command opportunity is numbered Milton J. Green, practicing before the state and federal courts as a member of the firm of Green, Humphreys & Green. He was born in Oroville, Butte county, California, September 8, 1858, and is a son of James and Catherine (Gomber) Green, natives of Ohio and early settlers in California. On both sides Mr. Green is a descendant of old English, Scotch and French Huguenot stock. His English ancestors, most of whom were Quakers, came to America with William Penn and some of them were members of Penn's provincial council. The French ancestors were exiled from France at an early date and settled in Maryland, where the family became prominent and influential. On the maternal side Mr. Green is a grandson of General Robert B. Moore, who crossed the plains to California in 1849 and settled in Butte county, where he purchased the Fernandez grant in conjunction with Judge Pacificus Ord and James L. Henshaw. Among the well known American families who are represented in Mr. Green's ancestry may be mentioned those of Moore, Compere, Hough, Beatty, Nicktin and Janney. The father of our subject arrived in California in 1855 and in the same year the mother, then a young girl, made her residence in the state. Two years later their marriage occurred in Hamilton, an early county seat of Butte county, and in that section they made their home for a number of years.

Milton J. Green acquired his education in the public schools of Oroville and upon completing his preliminary course determined to study law. He entered the office of P. O. Hundley, of Oroville, and read under his direction for some time, afterward continuing his work along this line under George M. Shaw, of Oakland. He made rapid progress and in 1890 was admitted to practice at the bar of California in the supreme court, later gaining the right to appear before the federal courts. He practiced successfully until 1898, when he was made United States referee in bankruptcy in San Francisco upon the enactment of the federal bankruptcy law, a position which he filled



ably and conscientiously until 1910, when he resigned to resume his private practice. He is now senior member of the firm of Green, Humphreys & Green, one of the leading law firms of San Francisco, and has reached a high place among the professional men of eminence in the city. He is recognized as a strong and able practitioner, a man who has ever remained a close and earnest student of his profession and who has supplemented his knowledge and experience by continuous practical work. His professional associates know him as a man of comprehensive general knowledge and effective special ability, whose strong intellectual development has been an element in his continued success.

On November 19, 1884, Mr. Green was united in marriage to Miss Kittie Clyde Brock, a daughter of Joseph M. and Mary M. Brock, pioneers in California, who settled in Oroville. The father was a prominent merchant there from 1855 until his death in 1889. His wife survives him and makes her home in Berkeley, where she is well known in church and charitable circles. Mr. and Mrs. Green are the parents of five children, Kenneth Milton, Alison Compere, Thornton Locke, Eliot Dorsey and Robert Elton Lewis.

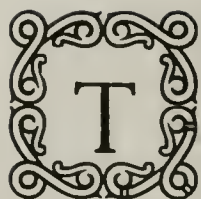
Mr. Green is a republican in his political beliefs and a firm advocate of the doctrines and principles of that party, believing in the perpetuity of a representative form of government with due regard for the constitution. He is not a member of any church, although his paternal grandfather was an Episcopal clergyman in Maryland. In fraternal circles he is well known and prominent, having become a Mason in 1882. He was initiated according to the Scottish Rite and belongs to the lodge, chapter and commandery, being past master, past high priest and past commander. Socially he belongs to the Union League and the Southern Club of San Francisco and is a member of the Merchants Exchange. He possesses the mentality to direct his endeavors toward the desired end and the singleness and steadfastness of purpose which give due value to each consecutive effort of his life. He is distinctively a representative citizen of San Francisco and a native son whose life record is a credit to the state of California.





*Geo. Stone*

## George Stone



THE successive stages in the business progression of General George Stone are easily discernible and he has in the industrial field won prominence equal to that associated with his name in military connections. Well defined projects have been by him carried forward to successful completion until he is today at the head of one of the most extensive cement works on the Pacific coast, while his other investments and financial interests are of no minor character. He was born in Delaware county, New York, May 30, 1843, a son of Robert and Caroline (Griffin) Stone. Of English lineage, he traces his ancestry in direct line back to Hugh Stone, who was the first of the family in America, having settled at Warwick, Rhode Island, in 1666. Robert Stone was born in Connecticut but at an early age removed to Delaware county, New York, where he devoted his remaining days to agricultural pursuits. His wife, who was born in Dutchess county, New York, came of an old Holland family founded in America during colonial days. Her grandfather was a soldier of the Revolutionary war and her father was a musician in the War of 1812.

At the usual age George Stone became a pupil in the public schools of his native county and when fourteen years of age made his initial step in the business world as a clerk in a country store, being thus employed until after the outbreak of the Civil war. He was but eighteen years of age when in July, 1861, he joined the army as a private of Company E, Third New York Cavalry. Step by step he advanced, promotion to higher rank coming to him in recognition of merit and loyalty. In August, 1861, he was made first sergeant, became second lieutenant of his company on the 25th of December of the same year and in June, 1863, was made a first lieutenant in the Fourteenth New York Cavalry. He was on duty in command of the headquarters guard and patrol in New York city during the memorable draft riots in the summer of that year and in August, 1863, went with his company to New Orleans, where he was appointed lieutenant colonel of the Eighty-third United States Colored Troops in December of that year. He remained in command of the regiment until February, 1864, when he resigned, but subse-



quently was reappointed first lieutenant and commissary of the Fourteenth New York Cavalry and attached to the staff of General Lucas, commanding the cavalry brigade. On the 8th of April, 1864, he was captured at the battle of Mansfield in the Red River campaign and held prisoner at Camp Ford, Tyler, Texas until the following November, when he was exchanged. In the same month he was appointed a captain in the Eighteenth New York Cavalry and was detailed for duty on the staff of General Canby as ordnance officer of the Department of the Gulf. From September, 1865, until June, 1866, he was in command of the arsenal at San Antonio, Texas, on the staff of General Wesley Merritt and was then mustered out of the service. Among the important engagements of the Civil war in which he participated were those of Ball's Bluff, Berryville, Winchester, Kingston, Tarborough and Washington, North Carolina; Summit and Greenville, Mississippi; Fort DeRossey, Alexander, Fort Jessup, Sabine Crossroads and Mansfield. For five years he was at the front, faithfully defending the interests of the Union and undergoing all the experiences incident to campaigning in the south.

With the close of the war General Stone turned his attention to civil engineering, in which connection he aided in the construction of the Union Pacific Railway until its completion in 1869. The following year witnessed his arrival in California, where practically he has since made his home, although his activities in railroad building have called him at various times to other parts of the country. He was awarded contracts on the building of the Union Pacific, Denver & Rio Grande, Burlington & Missouri River, Chicago, Rock Island & Pacific, Oregon Short Line, Rio Grande Western and the Southern Pacific Railroads, his contract work on the last named extending from Santa Margarita to Elwood and covering a period of nine years, that portion of the coast line being constructed entirely by him. In 1901 he turned his attention to the manufacture of Portland cement, becoming one of the organizers and the president of the Pacific Portland Cement Company, which established a factory in Solano county, where operations were begun in August, 1902, with a capacity of three hundred and fifty thousand barrels annually. This was the first undertaking of the kind of any importance in the Pacific coast country and the plant grew steadily, its capacity being increased from time to time. The plan now represents a value of about five million dollars. General Stone is also interested in mining operations in Nevada and Amador counties of California and has other financial interests. He has been active in the control of the cement



works and his sound business discernment is recognized as an important factor in the control of this mammoth undertaking.

On the 6th of May, 1873, at Oakland, California, General Stone was married to Miss Annie Burr Jennings, of Connecticut, a daughter of John S. and Mary (Wheeler) Jennings, members of a prominent family of that state who trace their paternal ancestry back to the sixteenth century. Mr. and Mrs. Stone have three children: Marea, Leona and Louise. General Stone has always voted with the republican party since age conferred upon him the right of franchise and has long been accounted one of its prominent representatives in California. He is a past president of the National League of Republican Clubs, past president of the State League of Republican Clubs and for a long term of years was a member of the republican state committee, of which he acted as chairman for two years. He has long been an influential factor in military circles, holding membership with the Grand Army of the Republic and the Loyal Legion. He was engineering officer on the division staffs of Generals Diamond and James, was department commander of the Grand Army of the Republic for California in 1902 and the following year was chairman of the general and executive committees, by virtue of which office he had entire charge of the arrangements for the national encampment held that year in San Francisco. He has always maintained an interest in the militia of the state and in 1902 was appointed adjutant general of the National Guard of California. He is prominently known in club circles not only on the Pacific coast but also in the middle west, holding membership in the Bohemian, Union League and Pacific Union Clubs of San Francisco, where he is also a Mason. He likewise belongs to the Merchants Club of St. Louis and the Hamilton Club of Chicago. His business and military prominence have brought him wide acquaintance in different parts of the country and he is everywhere recognized as a high type of the American business man, who not only recognizes but makes his opportunity, waiting not for favorable advantages but utilizing the hour and his energies in the accomplishment of a purpose ultimately leading to success.







Henry J. Borden



Henry J. Coe



## Henry J. Crocker



UPON the roll of San Francisco's honored dead appears the name of Henry J. Crocker, whose death, which occurred on October 11, 1912, removed from the city one of the most prominent figures in its commercial life, a man who for many years had been a great and dominating force in general business expansion and one, whose personal efforts during the great fire of 1906 as member of the Lafayette Park Relief Committee will never be forgotten. Mr. Crocker was, moreover, loyal in friendship, faithful in citizenship, honorable in all business relations and true to every tie and obligation of his life—an upright, straightforward and worthy gentleman whose work had many phases, all of great importance as effective forces in the promotion of the general good. He was a native son of California, born in Sacramento, June 19, 1861, his father being Clark W. Crocker, a representative of one of the oldest American families. The genealogy of the Crocker family is a matter of record as far back at least as the year 1660, when one Daniel Crocker was a resident of Boston, Massachusetts, while others of the same name lived in different parts of the state. Eight years later Josiah Crocker married a daughter of Governor Hinckley, who had been a soldier in the Narragansett war in Rhode Island. Josiah Crocker died in 1698 and his descendants became scattered about the state of New York, organized nearly a century later. One branch went to Troy and it was there that Clark W. Crocker, the father of the subject of this review, was born. He came to California as one of the earliest settlers in the state and became a prominent banker and merchant, operating a chain of mercantile establishments throughout California, Utah and Nevada. He was a man of rare business and executive ability, with an unusual talent for commercial organization, and he therefore left a deep impress upon the business history of his time.

Henry J. Crocker of this review acquired his education at St. Matthews, in San Mateo county, and after laying aside his books entered the mercantile business with his father. After seven years' identification with this line of work, during which he gained much valuable experience, he became in 1886 a partner in the firm of H.

J. Crocker & Company, printers and publishers in San Francisco, a concern in which he continued to be interested during the remainder of his life, serving as its vice president. In addition, he was president of the West Coast Life Insurance Company, vice president of the Italian-American Bank and a director in the American National Bank. He was also vice president and manager of the Refining and Producing Oil Company of San Francisco and had other important connections with oil interests. He was besides deeply interested in grape cultivation and in the growth of this industry throughout the state and he often served as referee for both the wine and raisin associations of California. His business methods were such as neither seek nor require disguise. He dealt honorably and honestly with all men and his name came to be regarded as a synonym for integrity in business circles. However, the scope of his interests extended far beyond this one field and embraced many of the important phases of the public life of the city and state. Under the administration of Governor George C. Pardee he was a member of the board of harbor commissioners and in 1903 ran as the republican candidate for mayor against Eugene E. Schmitz.

In 1889 Mr. Crocker married Miss Mary Virginia Ives, who survives him, as do also his two sons; Harry, who is a student in Yale University; and Clark, who is pursuing his education at Taft's school in Connecticut; and his three daughters, Kate, Mary Julia and Marian. In social life Mr. Crocker was exceptionally well known, his warm, friendly and democratic nature endearing him to all with whom he came in contact. While he was a member of one of California's best families, his friendship knew no distinction of class and his name was honored and widely beloved wherever it was known. He was prominent in Masonic circles and was a past president of Pacific Parlor, Native Sons of the Golden West. In addition he was a member of the Bohemian, Pacific Union, University, Union League and Family Clubs, these affiliations indicating something of the scope and character of his social interests. As a collector of postage stamps Mr. Crocker was known all over the world and his Hawaiian collection is probably the best now in existence. He won highest honors in many international exhibitions and received from King Edward of England the title of Fellow of the Royal Philatelic Society. Much of his leisure time was taken up with hunting and fishing and at one time he kept a fine stable, his interest in sports of all kinds being wholesome and ever for sport's sake. His active and helpful cooperation could always be depended upon in public affairs and any project which he believed beneficial to the community re-

ceived his honest indorsement. His remarkable business and executive ability and his talent for organization influenced to a great extent the commercial, industrial and financial development of San Francisco and left their impress upon the business history of the city and state. Those who knew him personally found him a genial and kindly gentleman of generous impulses and ready at all times to speak a good word for a friend or to aid those in need. During his life he built up a substantial degree of material prosperity by earnest, steadfast and well directed work along constructive lines and gained a still higher degree of attainment in the respect and honor of many friends. There can be no greater success.












Howard A. Broughton



Howard A. Broughton

## Howard Anthony Broughton

HE success which Howard Anthony Broughton has attained at the bar of San Francisco is merely the outward expression of the mental qualities and personal characteristics upon which it is founded—the keen, alert and powerful mind and natural ability reinforced by training and experience. These essential elements to success he has broadened and developed through his twenty-four years' connection with the law and he stands today among the most deservedly successful men of San Francisco—men whose prominence and importance affect and influence the general professional advancement of the city. He was born in Santa Cruz, California, October 6, 1863, and is a son of William Wallace and Amanda Elizabeth (Anthony) Broughton. He is a representative of some of the oldest American families, his early ancestors having been Puritans and Quakers who took a prominent part in colonial affairs and who allied their interests with those of the young nation in the Revolutionary war. Through successive generations members of the Anthony family have gained distinction in various fields and among its most noted members in later years may be mentioned Susan B. Anthony, the famous champion of woman's rights and the pioneer in the great movement which is slowly winning political emancipation for her sex. To this family also belonged George T. Anthony, former governor of Kansas, and D. R. Anthony, pioneer editor of the Leavenworth (Kansas) Times and famous in Civil war times as an abolitionist.

William Wallace Broughton, the father of the subject of this review, was born in Tonawanda, New York, in 1836 and from his childhood was familiar with all the details connected with newspaper publishing and, as it were, grew up in an atmosphere of journalism, a profession in which he engaged during his entire life, dividing his attention between this and the practice of law. He came to California in 1858 and settled in Santa Cruz, from whence he later removed to Santa Barbara county, where through his journalistic interests he became a powerful force in politics in the state.

Howard A. Broughton grew to manhood in Santa Barbara county, acquiring his education in the district schools. After he had com-

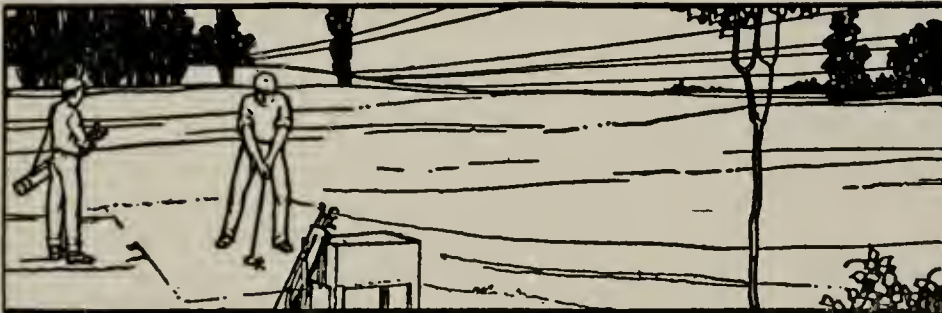


pleted the usual course he entered Hastings College of Law and was graduated with honors in 1888, receiving the degree of LL. B. While still pursuing his studies he entered the law offices of A. A. Sargeant and Frank M. Stone in San Francisco, thus supplementing his theoretical knowledge by practical experience. In the same year in which he received his degree he was admitted to the bar and took up the practice of his profession in the offices of his former preceptors, Sargeant & Stone, with whom he remained until 1890, when he went to Pomona, Los Angeles county, and began his independent legal career. He forged rapidly to the front, using his ability, his forceful personality and his comprehensive legal knowledge in the most practical and telling way, winning in a short time a large practice in corporation law and becoming counsel for many of the leading business concerns of the city. In 1905, seeking a broader field, he came to San Francisco, where he has since practiced, continuing his former successful work and constantly extending the field of his activities. Aside from his professional duties he has important financial interests, especially in oil and mining concerns, being president of the California Manganese Company and also of the Purissima Hills Oil Company, a concern which has large holdings in the Santa Maria oil fields. In addition he is president of the California Manganese Company. His activities have a constantly broadening scope and today his influence is felt in many different fields of endeavor affecting the business, industrial and professional expansion of the city.

On the 22d of January, 1911, Mr. Broughton married Miss Bessie Fowler Bulmore and both are well and favorably known in social circles of the city. Mr. Broughton belongs to the Press Club of San Francisco and to the Native Sons of the Golden West. He is in addition affiliated with the Benevolent Protective Order of Elks and is a past exalted ruler of Pomona Lodge.

As is often the case, Mr. Broughton's success in law has carried with it prominence in politics and he is known as one of the great and powerful factors in local republican circles. While in Pomona he was for many years a representative of that section in city, county and state conventions and in 1900 was elected to the California legislature as a member from the seventy-first district, receiving at the polls the largest majority ever given a representative from the district. During his term he was chairman of the committee on corporations, holding this position contrary to all precedent, it being his first term in the state assembly. He was the author of a measure which is now well known under the name of the Broughton law, under which all franchises are sold in the state of California. His able work

in the lower house gained him a position among the leaders in state politics and was rewarded in 1904 by his election to the California senate as a member from the thirty-fifth district, Los Angeles county. He served from 1905 to 1909 giving to the people of his state not only the services of a shrewd, capable and experienced lawyer, but also the best endeavors of a man capable in planning, aggressive in execution and influenced at all times by a true comprehension of the ultimate uses and purposes of law and government.











*William D. M. Howard*



*William D. Howard*

## William D. M. Howard



THE records of California's pioneer settlers prove again the old adage that truth is stranger than fiction. Of him whose name heads this record it has been written: "In all the history of personal heroism and self-sacrifice that surrounds the early annals of California no name shines with purer luster than that of William D. M. Howard. It is difficult to tell whether he should be admired most as the great-hearted man of charitable deeds or the shrewd and public-spirited citizen." It was in his honor that Howard street in the western metropolis was named and in one of the issues of the Sunday Oregonian appeared the following: "The casual visitor to San Francisco sees a long thoroughfare, and a wide one, called Howard street, extending from the bay to a point nearly a mile beyond the Mission Dolores. But not one person in ten thousand who walks along that broad and useful thoroughfare knows whence it derived its name. More than a quarter of a century has passed away since he, whose name it bears, ceased to be one of the busy, energetic throng that peopled the sandy and then unpaved streets of the Golden city; and yet, there are a few survivors of the argonautic era who recall the stout and sturdy Yankee skipper, with his round muscular figure and his benevolent face in which all cardinal virtues seem to have been engraved by the chisel of the Superior Sculptor. Captain Howard was born in Boston in 1818 and, as many another boy of poor parents had done before him, he took to the sea before he was sixteen years old. His studious nature and good habits greatly assisted him in the study of navigation and at nineteen years of age he was mate of a brig trading between his native city and Para, on the coast of Brazil. He returned from his second voyage to Para to become the recipient of an offer which must have been a flattering one to his honest pride. It was the position of first officer on a ship already fitting out for a trading voyage to the coast of California, then a province of Mexico. The ambitious young officer hesitated a moment and then reflected that in the remote future the Pacific coast might offer greater opportunities for money-making than the trade in which he was then engaged. If he remained in the Brazil trade and did not die of the coast fever he might amass five thousand dollars in the next ten years.



Howard could not afford to wait that long. He therefore accepted the offer and was installed as mate of the hide-drogher."

San Francisco in 1838 was a tiny town called Yerba Buena and the bay was known as the Bahia de San Francisco. The town was so called from the herb Yerba Buena which was used as a substitute for tea and which still grows wild over Goat island and on some of the hills back of Sausalito. In the little village, later to become the western metropolis, the Hudson's Bay Company operated its property commencing at the line of Howard street and extending northward to Merchants street. The operations of the company at this point, however, were not as profitable as in the north, where better furs were to be found.

In the meantime Mr. Howard was making his way on the hide-drogher around the Horn, being chief mate of a vessel of primitive build which was nearly seven months in reaching California. The captain when at home practiced the strictest sobriety but was a fearful drunkard at sea and upon the chief mate devolved the duty of navigating the ship. On reaching Yerba Buena he left the vessel with the intention of engaging in business for himself and later was made agent for the Boston firm for which he had sailed, remaining their representative for several years. In 1845 he returned to Boston, making an overland journey through Mexico. He left his ship at Mazatlan and traveled on horseback to Vera Cruz, where he embarked for the Massachusetts port. He had accumulated nearly thirty thousand dollars during his connection with business affairs on the Pacific and it was his ambition to secure the position of "ship husband" for the firm which had sent him to the west. About that time, however, the Mexican war broke out, continued for about two years and then ended with the result that California, hitherto Spanish, was ceded to the United States.

Mr. Howard recognized the business opportunities that must grow therefrom. Moreover, he had gained a sufficient knowledge of the Spanish language not only to conduct business in that tongue but also to carry on conversation and correspondence. His knowledge of the western country, too, was considerable for he had traveled up the Sacramento river as far as the old Russian fort, long since abandoned, at Monument Bend, and up the San Joaquin to a point near the mouth of the Tuolumne. On those trips he learned much of the country and its possibilities and he knew, too, that gold had been discovered in small quantities at least twenty years before the finding of the rich nugget in Captain Sutter's mill race at Coloma. All these things determined Mr. Howard to return to California and a

few months after the state had been ceded to this country he again became a resident and thus linked his name forever with its history. The year of his return was 1847. Not long afterward he became associated with Henry Mellus, likewise a man of nautical education. He soon recognized a splendid opportunity for speculation. The Hudson's Bay Company had not been realizing any great profit here and Dr. Rae, its local representative, recommended the abandonment of the San Francisco post. The parent concern in England agreed to the sale and the firm of Howard & Mellus were the purchasers. They deeded to Leidesdorff that portion of the land lying between Sansome and Montgomery streets, retaining the balance. The sale had scarcely been consummated when by accident James W. Marshall discovered a large gold nugget at Coloma and the commerce of the world was revolutionized. Thousands flocked to California and the newly acquired purchase of Howard and Mellus as a result became of almost untold value. From the time of his return to San Francisco Mr. Howard was closely associated with its progress along many lines. Recognizing the fact that there must inevitably some time be a large city on the Pacific coast and not certain where it would be situated Mr. Howard purchased a quarter of Sacramento, a quarter of Vallejo and a quarter of what was then San Francisco. He owned an entire block from Rush to Clay streets and from Dupont street to the bay. He borrowed money to erect buildings upon this property and was receiving two hundred and twenty-five thousand dollars a month in rent when the first fire destroyed the buildings and Mr. Howard was obliged to sell a great part of the property to repay his debts. In 1848 he built the first brick building in the city at the corner of Montgomery and Clay streets, and this was occupied by the firm of Howard & Mellus. The building passed through two fires which devastated the city and stood until the great disaster of 1906, when it was destroyed. With the influx of settlers Mr. Howard in 1849 imported twenty-five knock-down frame dwellings, thirteen of which he sold while the remaining twelve he set up on property which he owned. In the meantime in 1847 he was elected a member of San Francisco's first city council and was a member of its committee of three which framed the code of laws adopted by the council. He thus became a factor in shaping the early municipal policy of the city and in times of lawlessness, crime and strife he ever stood fearlessly for law, order and progress.

The partnership of the firm of Howard & Mellus continued until 1850, when Captain Howard purchased his partner's land interests in San Francisco and thus laid the foundation for the princely for-

tune which was afterward his. At the same time he continued his active interest in and support of public measures affecting general welfare. On the 16th of July, 1850, he presided over the meeting which resulted in the organization of a police two hundred and thirty strong to suppress The Hounds, an organized band of ruffians who were terrorizing the city, committing robbery and all sorts of depredations, especially against the foreign population. This action of law-abiding citizens resulted in breaking up the band. In June of the following year, 1851, Captain Howard was a member of the committee of fourteen citizens which passed resolutions and took steps that resulted in the formation of the famous "Committee of Vigilants." In the previous year he organized and was captain of a military company primarily formed for the suppression of the squatter riots at Sacramento and though these so-called riots were of no moment and the militia was not needed, Captain Howard's company continued in existence with him as its commander for a number of years and still exists today as a part of the National Guard of California. It was in 1851 that Captain Howard, recognizing the city's almost defenceless position against fire, imported a second size Hunneman tub from Boston, presenting it to Company 3, which at that time in honor of the giver adopted the name of the Howard Company and was so known until the volunteer fire department passed out of existence. In 1857 Samuel Brannan brought to San Francisco a large engine, silver-plated and decorated in the highest style of art, which he offered to "Three Fellows" on condition that they would change their name from Howard to Brannan. This they declined to do because of their love for Captain Howard and the memory of his philanthropy.

The public-school system of San Francisco and California had its inception in the great heart of Captain Howard. The whole city was engrossed in money-making yet every week the Panama steamers brought scores of children to the coast, for whom there was provided no educational opportunities. Dr. Nevins took the matter in hand but the city council had no funds for the work. Again as on many other occasions Captain Howard came to the front in the hour of need. A building which he had just completed he placed at the disposal of Dr. Nevins, rent free for a year, and when the further question of paying teachers came up he also agreed to advance the salaries until such time as a tax could be levied and collected. His work in cooperating in the establishment of San Francisco's public-school system again entitled him to have his name placed high on the roll of fame in this city.



There was no one who aided more actively in matters relating to the city's welfare along all the varied lines which constitute a city's life. In 1851 there was much cholera among emigrants arriving by the isthmus route and the disease manifested itself malignantly even in Sacramento and Stockton. San Francisco had no city hospital and to meet the emergency Captain Howard offered a building, which he had just completed, for hospital purposes. In the same year both the schoolhouse and the cholera hospital were destroyed by fire and he never received a cent for the use of his two large and costly buildings. In connection with his generosity thus displayed it was written of him: "In receipt of a large income, his kindly hand moved in unison with his great heart and his money was forthcoming on all occasions at the call of the suffering. On one occasion while the cholera was raging in Sacramento, Howard loaded a sailing propeller with provisions, medicines and clothing and actually piloted the vessel to Sacramento himself. This act brought forth donations from others and the sufferers were soon cared for. But poor Howard was too active in doing good to others to do good to himself. His great vitality had been severely taxed by those long protracted watches in behalf of those who suffered and he had resorted to stimulants to recruit his wasted energies. This began to make inroads upon his strong constitution and laid the foundation of a malady which brought the most acute suffering as a recompense for deeds that would have added a new lustre to the halo of a saint."

Captain Howard was married in San Francisco to Miss Agnes Poett, a daughter of Dr. Joseph Henry Poett, a pioneer physician of this city, and they became the parents of a son, William Henry Howard. His widow afterward became the wife of his brother, George H. Howard. The year 1853 found Mr. Howard with seriously impaired health and in hope of gaining benefit he started on a trip to Europe but became infected with the Panama fever, which never afterward left his system. Although he traveled for a year, leaving his business to the care of his younger brother, George H. Howard, he returned home without having recovered his health. In 1854 he once more arrived in California. He had previously purchased the old San Mateo rancho from Cayetano Arenus, the secretary of Pio Pico, to whom this Mexican governor of California had granted it. There he established his residence in a house which he had caused to be brought around the Cape on shipboard from Boston. This residence he named "el Cerrito." It stood near what is now the city of San Mateo within the present area of Hillsborough. The greater part of the territory of the present cities of San Mateo, Bur-

lingame and Hillsborough is within the limits of his San Mateo ranch. It was his hope that the twenty-one mile drive from his home to the city would accomplish for him what European travel had not done. The same year in which he took up his abode on his San Mateo ranch he introduced the first lot of high-grade cattle imported to California, consisting of the bulls, Orion and Harold IV, and five cows, thus founding one of the purest herds in America. He directed that all money derived from outside sources for these bulls should be kept and paid out at interest until it reached thirty thousand dollars, which sum should then be invested in a building with bulls' heads around the eaves. His instructions were followed and Howard block, between Clay and Commercial streets, on Sansome, was built in the style indicated. Mr. Howard gave attention to his stock-breeding interests on his San Mateo ranch and at the same time controlled his extensive interests in San Francisco, hoping, as previously indicated, that his trips between his country place and the city would prove beneficial. All to no avail, however, and "for eighteen months the gallant fellow suffered tortures which he bore with the stoical fortitude of a Sioux chief. He had alleviated the sorrows of countless hundreds, men whom he scarcely knew, but when he came to suffer there was no one to bring surcease of pain to noble Bill Howard. At last the end came and he met it in a characteristic way. Austin E. Smith, an attorney and a son of 'Extra Billy' of Virginia, had a quarrel with Henry B. Truett, a pioneer merchant, who gave him the lie and was knocked down for it by a blow from a heavy cane which Smith carried in his hand. A challenge to mortal battle came from Truett and was accepted by Smith, who named revolvers as weapons. The duel was to be fought near San Mateo on land then owned by an old German named Doebris, now known as Hayward Park. It was about nine o'clock on the morning of a drizzling November day when the fields were lying brown and bare. The principals and their seconds had arrived and were just tossing up for choice of ground. They had just received the weapons from the hands of their seconds when a voice was heard calling 'Stop, oh do stop! Stop, for God's sake, till I get there.' The eyes of everybody were turned toward the creek whence came a man running as fast as he could, in his shirt sleeves and nearly exhausted by short breath. It was poor Howard who had heard of the quarrel and had been told of the party's being in the adjoining field to his own. He was lying on the lounge when his servant told him of the meeting in Doebris' field and catching up his hat he rushed to the scene of hostilities in the hope of preventing them. All argument was futile and the brave man at last said, 'Well,



then, please don't fire till I get out of sight!' The request was obeyed and not a shot was fired till Howard had waded the creek for the second time. At the second fire Smith was shot in the thigh and fell to the ground. The parties then returned to the city where a surgeon extracted the ball and Smith got well. He was killed in the Confederate ranks while fighting at Malvern Hill. Howard had just reached home cold, wet and exhausted, when the first shot rang out on the air. He tottered into his house and fell upon the sofa exclaiming, 'Oh, they have killed poor Hank Truett!' His fears were groundless in that respect, however, for his friend had escaped unharmed. But the severe exposure had taken a fatal hold upon the gallant Yankee sailor. That afternoon he had a congestive chill from which he was saved only by the greatest medical skill and on the following day he had a second attack which carried off one of the grandest characters in all the rude but chivalric pageant of that era."

No more fitting tribute to his memory can be paid than by quoting again from the Oregonian: "The name of William D. M. Howard is an ever-green vine twined around the hearts of the people of his adopted state. His pure example abides and endures. He was a type of that great and vigorous New England element that has marched in the van of America's progress for upward of a century and written its name in letters of light, law and wisdom on every rock from Maine to Oregon. Brave as a lion, Captain Howard was as modest as a school-girl and never was a man more sedulously guarded about wounding the feelings of others. His good face, smooth shaven in an era when everybody wore beards except priests and actors, shines out from the veil of the past with the radiance of an evening star, calm, and serene in its noble carriage and pure love of mankind. Had William D. M. Howard lived till today it might have been a disputed point as to whether he or Peter Cooper was entitled to be considered the foremost of American philanthropists. But Howard is at rest and California weeps heavily at the portals of his tomb. But his gallant spirit stems the shock of the plague and baffles the fire fiend. His noble charity survives him and the great heart of his adopted state will not let his memory die."







O. A. HALE



JOHN H. HARRIS



## O. A. Hale



ERCHANT, clubman, financier and philanthropist, O. A. Hale, who died July 19, 1911, was a foremost figure in the community for which he did so much in his lifetime. In fact, the entire state shared in the loss, for his business activities and his personal acquaintance were state-wide. The story of the career of Mr. Hale is a tale of pluck and determination that carried him, step by step, to the highest step in the ladder of success.

For thirty years, Mr. Hale was closely identified with the growth of San Francisco. He came to California in 1876 from Phoenix, New York, where he was born March 18, 1852. With his father he established Hale's California stores, which are leading enterprises in this city, Sacramento, Los Angeles, Oakland, San Jose and Petaluma. This great chain of stores has been conducted in a manner reflecting credit upon its founders, whose success was continuous.

Mr. Hale also was identified with many other enterprises, notably banks and electric railroads, and in his connection with the latter he was a strong factor in the upbuilding of the country through which the lines pass. He was vice president of the Central Trust Company of San Francisco, and a director in eleven banks, including the National Bank of the Pacific, the Petaluma National Bank and the First National Bank of San Jose. He was president of the San Jose and Los Gatos Interurban Railroad, organized the Interurban in Santa Clara county, and was president of the Peninsula Railroad.

He never sought public office, but his ability as a business man and his known integrity caused him to be appointed trustee of the Agnews Asylum by Governor Waterman, and he continued to serve under the administrations of Governors Markham, Budd, Gage, Pardee and Gillett. He was still a member of the board at the time of the memorable catastrophe of April 18, 1906, when the asylum was destroyed and its inmates either injured or killed. With his own business in ruins and his home threatened by fire, Mr. Hale heroically left them to answer the call of duty. He was one of the first to reach the asylum, assumed charge of the work of rescue and ministered to the injured and homeless unfortunates, spared by the disaster.

In his philanthropic work, Mr. Hale modestly evaded publicity, thinking more of bringing relief to the needy and extending a helping hand to the fallen than to use it as a means of gaining fame which was his by right.

He was a member of the Union League Club for many years, and also of the Benevolent Protective Order of Elks, which was the only fraternal organization to which he belonged. He was married to Mary Bassett, to whom was born a daughter, Clarissa.







*Charles Baum*



Robert R. Rouse



## Charles Baum



MAN of broad scholarly attainments, Charles Baum ranked with the leading and honored citizens of San Francisco and left the impress of his individuality upon the literary development no less than upon the material growth and progress of the city. He was born in St. Petersburg, Russia, in 1813, spent the days of his boyhood and youth in that country and at the age of twenty years came to the United States, landing at New York. Soon afterward, however, he went to Havana, Cuba, where he entered the employ of a Spanish firm. After several months passed on the island he went on a business trip to Mexico with others of the firm. On the voyage their vessel was wrecked off Vera Cruz, but the passengers and crew reached shore in safety. Mr. Baum remained in Mexico until 1849, when the lure of gold discoveries in California brought him to this state with a number of others, including Alexis von Schmidt, Henry M. Lewis, James H. Jenkins, E. Friedman, Conrad Prag, Louis H. Bonisteel, J. B. Whitcomb and James McClatchy, later prominently known in connection with the Sacramento Bee. Those gentlemen chartered a vessel called the Dolphin and started for California, arriving in San Francisco on the 24th of May, 1849. Not long afterward Mr. Baum became Argentine consul and held that office for many years, but was finally compelled to resign because of illness in 1881. He also immediately became an active factor in the business life of San Francisco on his arrival here. In association with J. Mora Moss, of Philadelphia, he founded the American-Russian Commercial Company, which engaged in trade between California and Alaska, purchasing furs which they shipped to England. They carried on an extensive business and owned a number of sailing vessels, which were engaged chiefly in bringing furs and ice to San Francisco before that necessity was manufactured here. The fur business, however, was their principal interest and extensive shipments were made to London and other points. The firm continued actively in the fur trade until 1867, in which year the United States bought Alaska from Russia and the capital of the firm was then diverted to other enterprises. The firm, however, con-

tinued its existence until the death of Mr. Moss in 1880, when Mr. Baum closed up its affairs. The latter was recognized as one of the most influential and prominent business men of the city. From 1869 until 1882 he was a director in the San Francisco Savings Union, now known as the Savings Union Bank & Trust Company. Alert and energetic, he never heedlessly passed opportunities by but improved his advantages as they arose and as the years passed on reached a position of leadership. He was a man of scholarly attainments and an expert linguist, displaying proficiency in speaking and translating Russian, Spanish, Italian, German, French and English. He could also speak the Chinese language to some extent. His knowledge of those tongues was not merely a superficial one, it embraced familiarity with the writings of the different countries to a large extent and in his broad reading Mr. Baum became conversant with the world's history. Following his removal to the new world he became a loyal supporter of American interests and institutions and his value as a citizen of San Francisco was acknowledged by all, his influence being no more potent in business affairs than in the literary circles in which men of learning gathered in discussion of important themes.

On the 17th of June, 1856, in San Francisco, Mr. Baum was united in marriage to Miss Eliza Schleiden, a daughter of Walde-  
mar Schleiden, the first Mexican consul to San Francisco. His brother, Rudolph Schleiden, was minister plenipotentiary of the Hanseatic League of Germany at Washington during the term of President Lincoln, of whom he was a warm personal friend. Mrs. Baum was born in the city of Mexico, December 28, 1840, and, surviving her husband, is still active at the age of seventy-three years, making her home in Alameda, California. They became the parents of four sons and two daughters, of whom two sons died in infancy. The others were: Dr. Rudolph W. Baum, who passed away in San Francisco, June 10, 1910; Agatha, who died in 1909; Alexander R., an attorney, of whom further mention is made elsewhere in this work; and Virginia, who became the wife of Dr. G. Dresel, of San Francisco, and died in 1894. The death of the husband and father occurred October 20, 1888. He was a member of the Bohemian Club and a life member of the Society of California Pioneers, and was a prominent figure in business, literary and social circles of the city. His well spent life, together with his ability, made him a leader of public thought and action and his efforts in behalf of San Francisco were far-reaching and beneficial. The city owes much to his efforts through the long period of his residence here, covering almost four decades. He originated for himself a

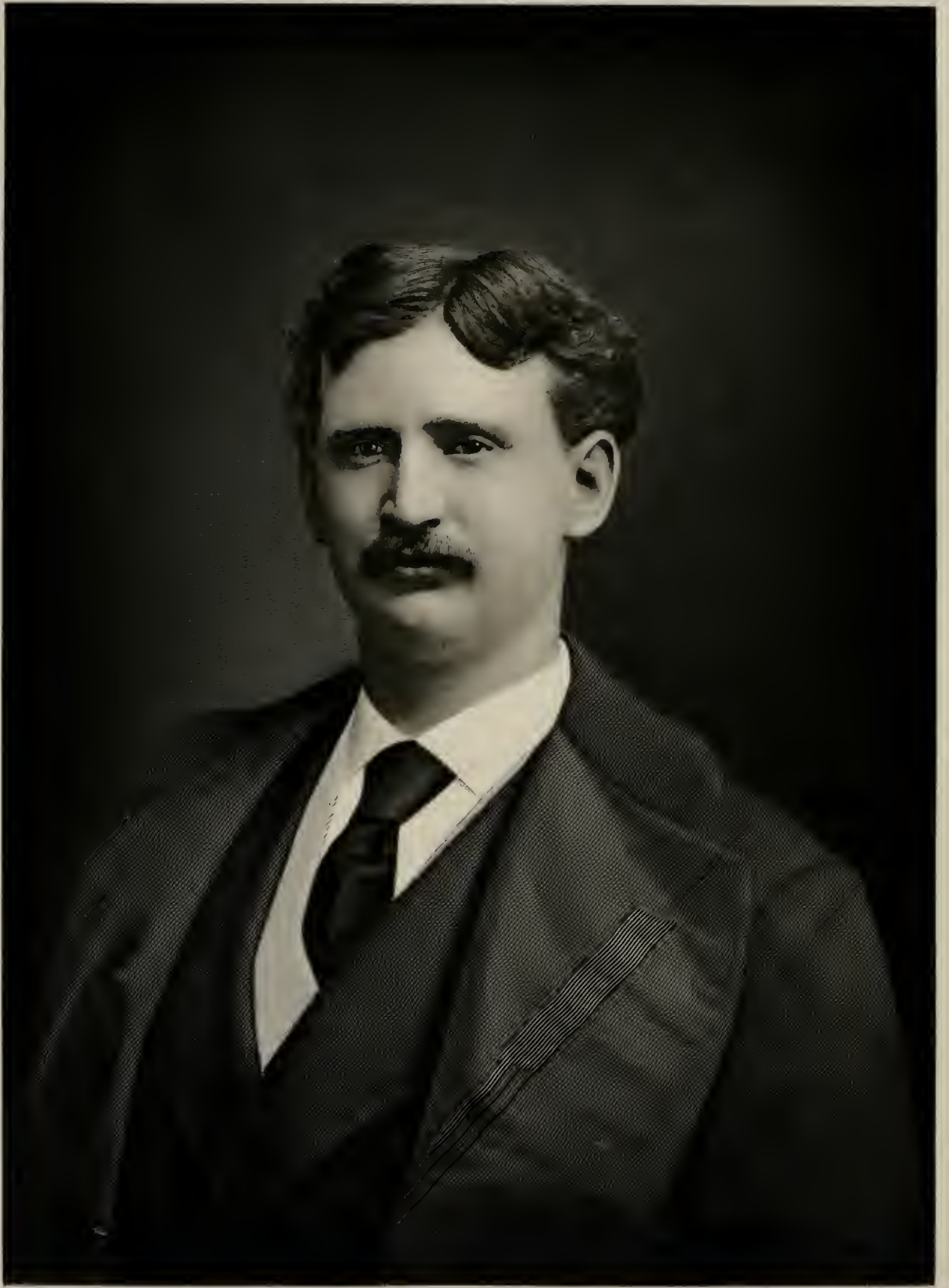
rule of conduct which he expressed epigrammatically as follows:  
"Watch: When at home your temper; in company your tongue;  
alone your thoughts." His rigid observance of this rule made him a  
man of the highest moral worth.











WILLIAM H. HOWARD



—MR. J. W. BROWN, JR.—

## William Henry Howard



WILLIAM HENRY HOWARD, long one of California's prominent and honored citizens, was born June 3, 1850, in San Francisco, at the home of his parents on Mission street, which was then called Happy Valley. This property was afterward sold and an opera house erected thereon. He was the son of William Davis Merry and Agnes (Poett) Howard, the latter a daughter of Dr. James Henry Poett, of Dublin, Ireland. Among his ancestors was General Richardson, surgeon-general of the colonial army under Washington and a member of his staff. Among his colonial ancestors was Captain Fairchild, of Dedham, Massachusetts.

When six years of age William Henry Howard was taken abroad by his parents and was in school in Twickenham, England, until twelve years of age. He later entered St. Paul's School of Concord, New Hampshire, at that time recently founded. When sixteen years of age he was taken abroad on account of ill health and continued his education in France and Germany. Subsequently he studied in Cambridge, Massachusetts, under Professor George Land, and later spent a year in the study of history in Berlin.

Mr. Howard was married in Watertown, Massachusetts, May 9, 1873, to Miss Anna Dwight Whiting, a daughter of Nathaniel and Rebecca (Bullard) Whiting, of Watertown and Boston, Massachusetts. The father, who was a merchant and banker of Boston, retired from business in 1848. He was of old Puritan stock and was descended from many participants in the Indian and colonial wars. He was also connected by blood with the family of Oliver Cromwell. The children born to Mr. and Mrs. W. H. Howard are: Gertrude, who on the 23d of November, 1893, became the wife of Frederick Silsbee Whitwell; William Davis Merry Howard, who has been twice married; Edward Whiting Howard, who was married June 1, 1905, to Olivia Lansdale; and Francis Sargent and John Kenneth Howard.

Mr. Howard was an ardent Californian, always pointing with pride to the achievements of his native state, in which the greater part of his life was spent, and no matter in what part of the world he found himself, for he was an extensive traveler, his heart always

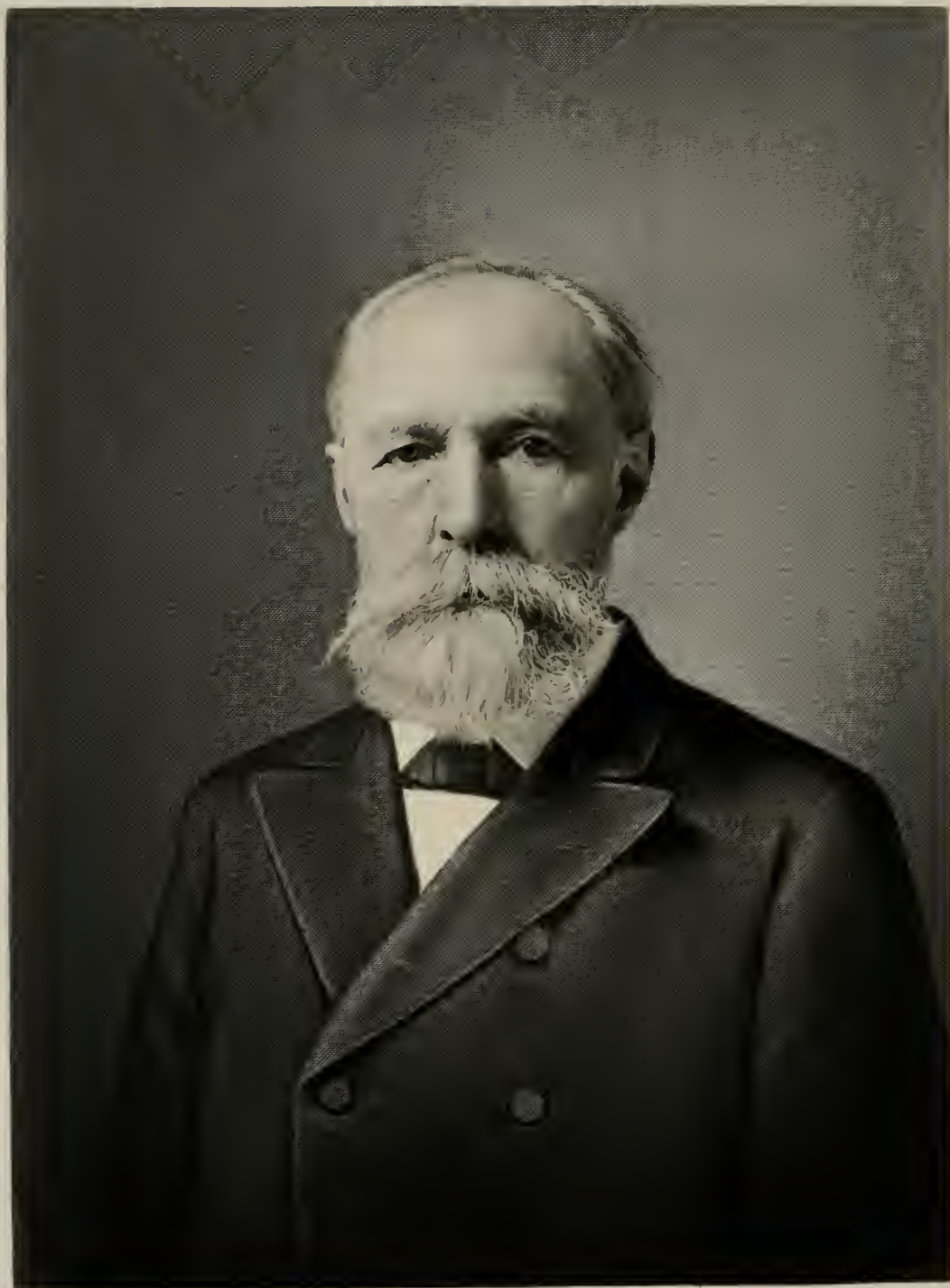


turned with longing to his home by the Pacific. He was a man of great intellectual cultivation, a keen sportsman and fine shot. He was intensely interested in agricultural pursuits and did much to encourage the development of pure-bred horses and cattle and of approved methods in all branches of agriculture, which has had a permanent effect on the prosperity of these industries. He showed a large vision and strong judgment in the development of his California properties which he backed by actual achievement. The wisdom of his plans and development work has been shown in the subsequent success which resulted, a success unfortunately which he did not live to see himself.

In his political views Mr. Howard was a republican. He was active and interested in church work and for many years was treasurer of the church of St. Matthew, San Mateo, he and his mother having given the land on which the original church was built. He was also a member of Trinity Church Association of San Francisco. He belonged to the Union Club and later when it was merged with the Pacific Club he became a member of the new organization, the Pacific-Union Club, and so continued until his death. He was also one of the founders and for several years president of the Burlingame Country Club. His social, kindly qualities endeared him to all alike and today he is spoken of with esteem and reverence not only by his intimate personal friends but by all those with whom he was brought in contact, whether in a business way or in more casual relationship. So he was held in high regard wherever he went amongst men, and, democratic in his feelings though born to high position and great wealth, his sympathy for all and his courage in adversity as well as his modesty in prosperity amply and in the truest sense entitle him to be called the premier gentleman of California.







*Nicholas J. Smith*



Nicholas F. Smith

## Captain Nicholas T. Smith



IT WAS the combined strength of his character and ability that brought Captain Nicholas T. Smith to position of leadership, which he ultimately occupied in railway circles upon the Pacific coast. There were no esoteric chapters in his life record. He had the experiences of the men in the mining camps and put forth the strenuous effort of those who by their individual labor must gain whatever success they enjoy, but he remained steadfastly a traveler on the upward path and eventually reached the heights from which he gained broad outlook over the business world and could so watch the trend of events as to meet the exigencies that arose and direct his interests in the path of least possible resistance. The importance of his life work is indicated in the fact that he had much to do with the upbuilding of the great Southern Pacific Railway system—the first of the great railway lines to enter the state and promote its traffic and transportation interests.

Captain Smith was born upon a farm at Schodack, Rensselaer county, New York, November 19, 1829, his father being one of the prosperous agriculturists of that locality. It is said that every individual inherits from his ancestors that which largely shapes his life. If this be true Captain Smith was fortunate in that he had back of him a Holland ancestry noted for prudence, reserve, conservatism and industry. The line is traced back to Anneka Jans, burgomaster and thrifty landowner of New York, who owned much property in what is now the very heart of the metropolis and which his descendants still claim to be rightfully theirs although it has for several generations been held by others. The grandmother of Captain Smith was of the Hermance family, descended from Anneka Jans, and his grandfather belonged to the Hendricks family of New York, also of Holland stock. He was likewise connected with the old Blecker, Beckman and other prominent families of New York. His paternal grandfather removed westward to Rensselaer county, New York, while his relatives in the maternal line had long been established along the Hudson at Red Hook, Rhinebeck and other places. Various representatives of his ancestry were soldiers of the Revolutionary war.



Captain Smith had the advantages of excellent schools and academies in Rensselaer county and, possessing a natural aptitude for knowledge, made rapid progress in his studies. An alert mind, receptive and retentive, constituted the foundation of his later success, enabling him to quickly and readily grasp the salient points of every situation and to discriminate between the essential and the non-essential. He was seventeen years of age when he went to Albany and entered the offices of Schuyler & Company, engaged in the freighting business on the Hudson, between Albany and New York and also proprietors of the Rip Van Winkle, an opposition passenger boat to the Peoples' line. Captain Smith remained in Albany from 1848 until 1852 and thus gained his initial knowledge of transportation matters, being advanced to the responsible position of manager of the freight boats.

He resigned his position to come to California in the spring of 1852, sailing on the Daniel Webster from New York to Greytown, crossing Nicaragua and thence embarking on the Independence for San Francisco. Soon after his arrival Captain Smith traveled through the mining regions and at length determined to engage in business at Cold Springs in Eldorado county, selling miners' supplies there in connection with Leland Stanford, who was a resident of Sacramento and shipped the necessary goods to Cold Springs. There was little or no coin in circulation and Captain Smith received payments in gold dust. He remained at Cold Springs until the winter of 1854-5, when he closed out his business to attend the sessions of the state legislature at Sacramento, to which he had been elected, his popularity being evidenced in the fact that he was chosen for the responsible position so soon after his arrival in the state. He was returned to that office as the democratic candidate and took an active part in shaping early legislation of the state.

Subsequently Captain Smith removed to Michigan Bluffs, Placer county, where he purchased the interest of Governor Stanford in a store that he conducted until the summer of 1857. The following year he went to the mining regions along the Fraser river, spending the summer and fall in investigating conditions there, but, finding that reports had been exaggerated, he returned to Sacramento. In the spring of 1859 he purchased a store at Iowa Hill, Placer county, where he remained until the winter of 1863, when his establishment was destroyed by fire. Closing out his business there, he removed to Nevada, where the mining interests were attracting considerable attention. He was connected with various mining enterprises at Virginia City and in the Reese River country and met with substantial

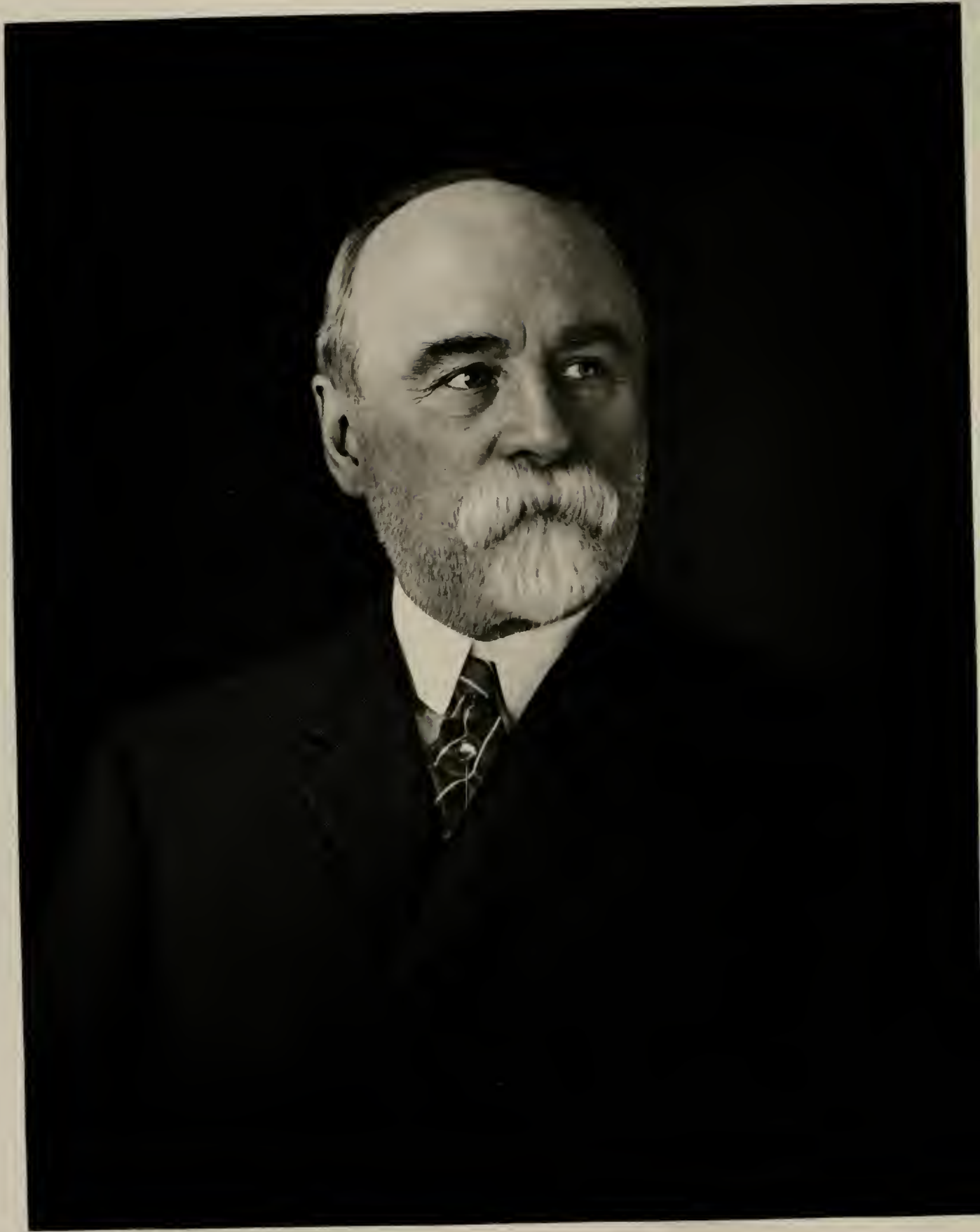
success in his operations there. When Nye county was organized Governor Nye appointed Captain Smith to the position of recorder in 1866, a position that carried with it considerable responsibility and honor but little salary. In fact, Captain Smith fitted out the various county offices at his own expense and was instrumental in organizing the county government, as he was meeting with such prosperity in his mining undertakings that he felt justified in doing this. In 1868 he disposed of his various properties in Nevada and returned to the east, where he remained until in 1870 he again came to the coast and entered upon active connection with railway interests in the spring of 1871, when appointed cashier and paymaster of the Central Pacific Railroad Company, with headquarters in San Francisco. In June, 1876, he was elected treasurer of the company and also of the Market Street Cable Railway Company. In March, 1885, he was chosen assistant treasurer of the Southern Pacific Company and in 1892 succeeded Timothy Hopkins as treasurer of the entire system, which position he held for fifteen years, or until his death in April, 1907. In the financial panic of 1893 Collis P. Huntington was badly in need of ten million dollars of San Francisco money to supplement what he had raised in New York. He did not believe it could be secured in this city but Captain Smith said he would get it and in three days had secured the entire sum—such was his influence among financiers. He was largely instrumental in the organization of the great railway system of which the Central Pacific became the nucleus and his name was long a prominent and honored one in railway circles. His plans were always carefully made and resulted from thoughtful consideration and investigation of the subject, its possibilities and its opportunities. As few men could do, he coordinated forces into a harmonious whole and brought about unity and cooperation where previously there was antagonism or opposition.

Mr. Smith was married, on February 15, 1882, to Mary Hooker, a daughter of Henry and Mary (Dagget) Hooker. San Francisco honors his memory as that of a self-made man, whose business success was entirely attributable to his own labors. He was good, kind, generous and loving, had a wide acquaintance and by all who knew him was held in the highest esteem. To the student who has appreciation for real values there is much that may be carefully pondered and considered. He gained many friends and at his own fireside displayed the best traits of his character, for he was devoted to the welfare of his family.

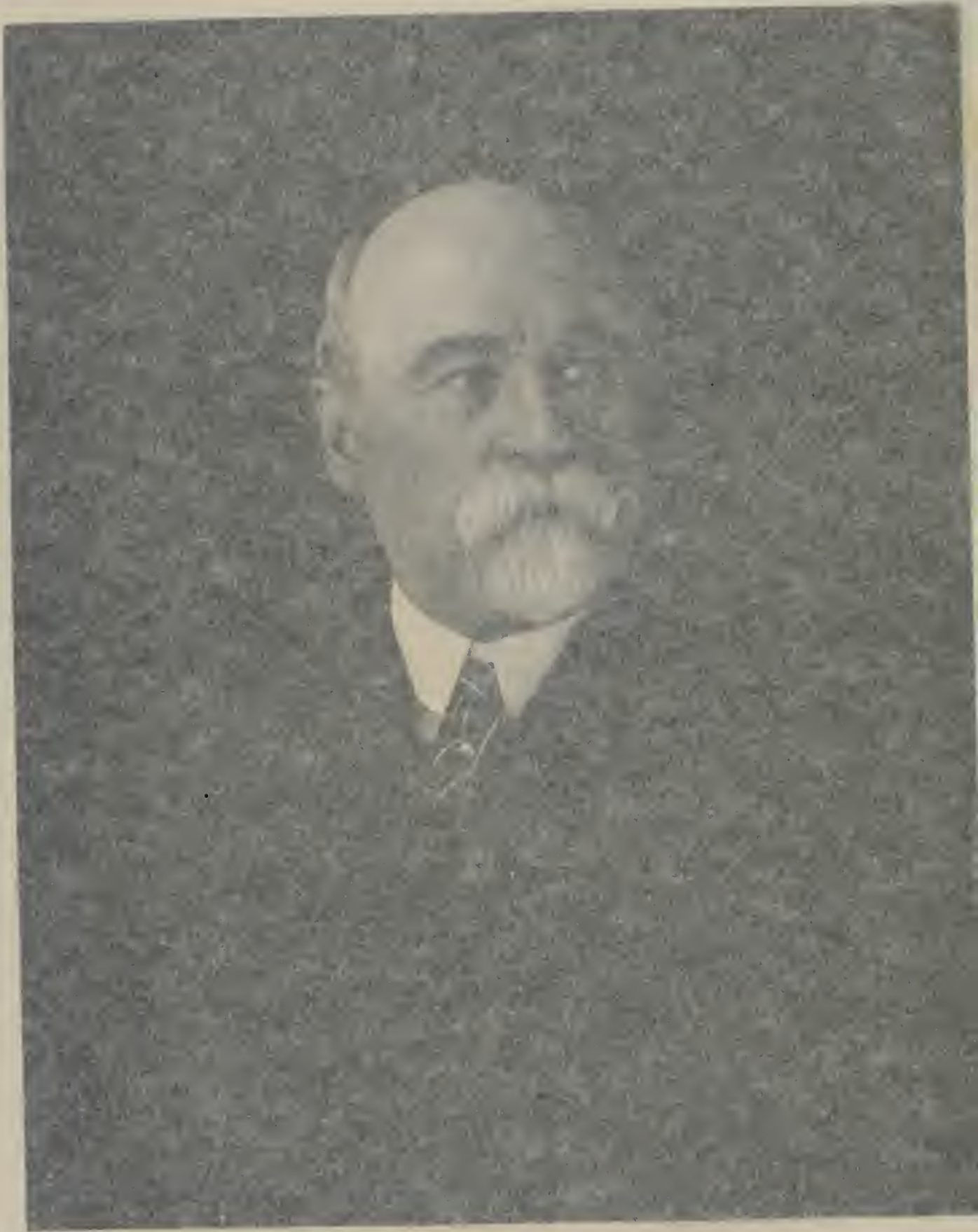








*John P. Young*



John P. Young

## John P. Young



JOHN P. YOUNG, an acknowledged authority on American economics and known throughout the country as managing editor of the San Francisco Chronicle, was born in Philadelphia in 1849, and the public schools of that city afforded him his educational privileges. For more than forty years he has given his time and energies to journalism and for more than a third of a century has been managing editor of the San Francisco Chronicle, having equipped himself for his present responsible and important position by performing all of the duties pertaining to the profession which he has made his own. In the early '70s he occupied the chair of city editor of the Washington Chronicle, which was established during the Civil war by John W. Forney. Later he became one of the correspondents of the Chicago Times during the regime of its vigorous founder, Wilbur F. Story. His connection with and knowledge of California affairs began in 1869, since which time he has continuously resided in this state, with the exception of four years spent in Washington, when his opportunities to keep in touch with Californian interests were enlarged through acquaintance with its representatives in both houses of congress. He acted as legislative reporter for the San Francisco Chronicle during the session of 1877-8 and afterward became managing editor, in which connection he occupies a prominent place in American journalistic circles. His duties as managing editor and his inclinations have harmonized so perfectly that the line of demarcation between his life work and his pleasures has been almost wholly obliterated. His recreation has been merely a variant of his daily labors, and he has apparently derived as much satisfaction from the pursuit of information as most men do from their search after amusement.

As early as 1880 Mr. Young began collecting data regarding subjects which the paper would have to discuss. This practice he has continued to the present time, and as a result he has an accumulation of notes numbered by the tens of thousands which, unlike many collections of that character, are perfectly accessible, because they are systematically arranged.



This store of information is constantly being drawn upon, and has enabled its possessor to produce numerous monographs on varied economic subjects, which have always commanded the attention and the respect of economists. Several of his works have been reproduced as public documents after appearing in the columns of the Chronicle, notably his survey of the industrial conditions of Japan, written in 1895, in which many predictions were made that have since been fully realized.

While the most of Mr. Young's published writings have dealt with economic matters, he has always exhibited a pronounced inclination for historical study, and he has sought in the experiences of the past warnings and guidance against the commission of future blunders. His book on Protection, and his monographs on Money, Trusts and on the Manufacturing Industries of Japan all betray this tendency, and his recently published volume on San Francisco, the Metropolis of the Pacific, is the most complete, accurate and attractive that has ever been brought from the press. He possesses the alertness and the enterprise characteristic of the newspaper fraternity. He is forceful and researchful; a student and a thinker. He may see visions and dream dreams, but with him imagination soon takes the form of reality and becomes a practical phase in his life work and in his purpose of accomplishing the best possible in the line of his undertaking. His wide reading and deep research have made his opinions authority upon questions which have awakened his interest, and while a student and a philosopher he is a splendid type of that class of men who are writing the word Progression upon the history of the country.

## Henry Colman Cutting



HENRY COLMAN CUTTING can indeed be numbered among the builders and promoters of California's growth and greatness. His efforts have found tangible result in the development of Richmond and he is now president and practical owner of the Port Richmond Canal & Land Company. Previously he was the real builder of Tonopah, Nevada. He seems to possess almost an intuitive perception in recognizing opportunities that others pass heedlessly by, and in utilizing such opportunities he has advanced to a prominent position among the citizens of central California. He was born in Iowa, April 3, 1870, and is a son of George and Jean Cutting. The family removed to Nevada in 1873 and the son pursued his education in the public schools of Reno and in the State University, being a member of the first class graduated from that institution, the date of graduation being June, 1891, on which occasion he won the Bachelor of Arts degree. In addition to classical studies he had completed a course in mining engineering. Later he took up the profession of teaching, which he followed for three years in Candelaria, Nevada, and for four months at Wadsworth, where he was principal. While teaching there he was elected state superintendent of public instruction, which position he filled for four years, during which period he studied law and was admitted to the bar. In 1899 the legislature named him as compiler of the statutes of the state, which had not been compiled previously for fifteen years. He accomplished the work in a most satisfactory and efficient manner within the next year, after which he turned his attention to prospecting in order to regain his health and was one of the first men in Tonopah, Nevada. In fact it was Mr. Cutting that advertised that place to the world. He was not only associated with the development of the mineral resources of that section but was active in almost every line of endeavor leading to the organization, upbuilding and development of a new community. He preached the first two burial sermons in Tonopah and on the occasion of the second acted also as undertaker and leader of the choir, following which he administered the estate. He was also notary public in Tonopah and granted a divorce, being probably the only notary public who has ever performed such a service.

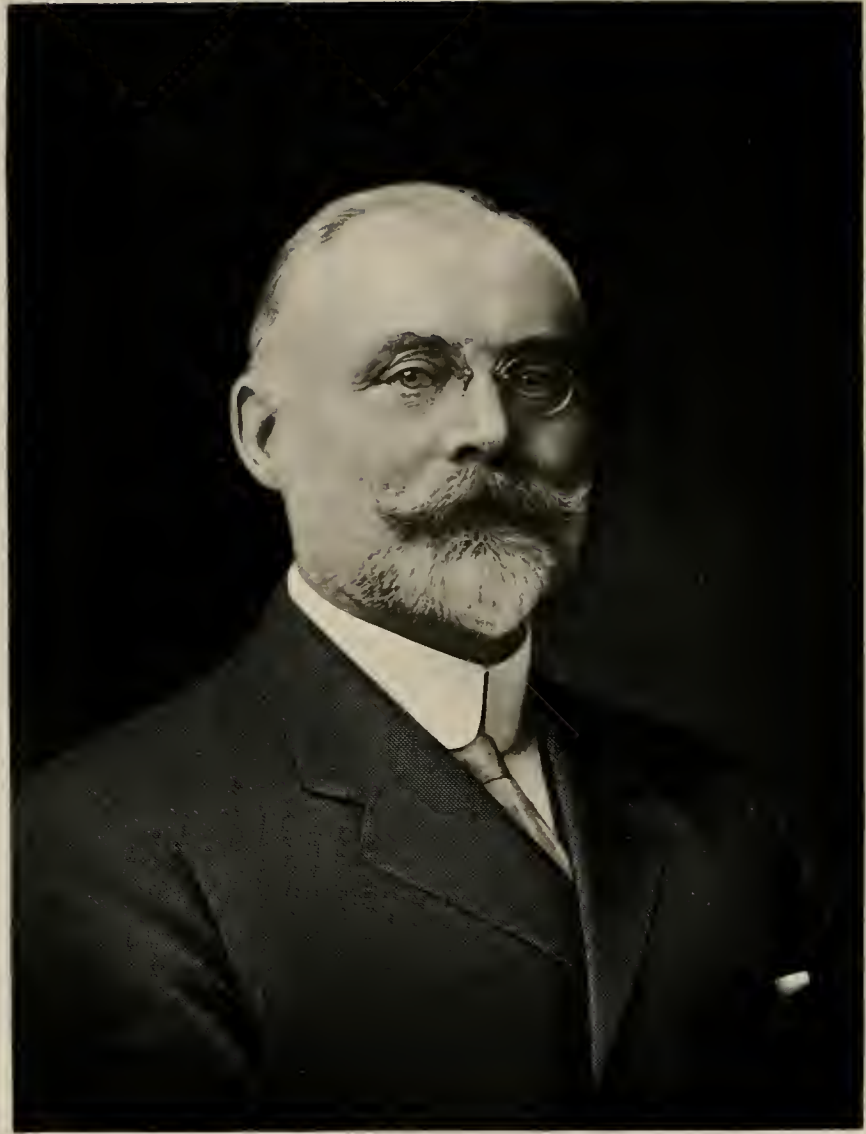
Henry Colman Cutting

On leaving Nevada Mr. Cutting came to San Francisco for the purpose of establishing a mining exchange, where the stocks were handled, and organized the San Francisco & Tonopah Mining Exchange. One feature of his success is the thoroughness with which he masters every phase of a business with which he is connected, not only in its direct but also in its subsidiary interests. He learns what may be gained by reading and adds to this through practical experience and investigation and, with thorough understanding of the situation, he is often able to utilize and improve opportunities which others pass heedlessly by. In 1904 he became interested in the development of the town of Richmond, California, and is now president and practical owner of the Port Richmond Canal & Land Company. He originally conceived the idea of the inner harbor at Richmond, advocated the project and has been so successful in his efforts to bring it before the public notice that the city of Richmond has voted one million, one hundred and seventy thousand dollars for carrying out the project. He has been a stalwart champion of the interests of the city, ardently advocating the cause of Greater San Francisco, having been a vice president of the Greater San Francisco Association since its organization. He has his offices at 779 Monadnock building in San Francisco.

Mr. Cutting was at one time an officer in the Nevada State Militia. He is prominent in Masonry, belonging to Occidental Lodge, No. 22, F. & A. M.; California Chapter, No. 5, R. A. M.; and Golden Gate Commandery, No. 16, K. T. He belongs also to the Union League and the Bohemian Clubs of San Francisco.

Pleasantly situated in his home relations, he was married on April 19, 1903, to Minetta Chesson, a daughter of James and Elizabeth Chesson, of Benicia. The children of this marriage are Helen E., George C., Clara and Daisy. Such in brief is the history of Henry Colman Cutting but it tells comparatively little, except to those who read between the lines, of the intense energy, the strong purpose and the indefatigable perseverance of the man. He has always been a student but nothing of the dreamer. He has had visions but is not visionary, for he has proceeded to put into execution the plans and theories which have arisen before his mind, seeking out practical methods to materialize these and make them forces in the country's progress and development as well as sources of individual gain. It is well known that he accomplishes what he undertakes, that he is a broad-minded, enterprising man and one whose efforts have been of great value in shaping the history of the west.





Robert Apple





Robert Apple

## Robert Capelle



IN SHIPPING circles of San Francisco there is no name more widely or favorably known than that of Robert Capelle, representing the North German Lloyd Steamship Company, of Bremen, Germany, in California. As agent of this company, one of the largest in the world, whose ships are sailing all the seas, he has been the most vital factor in the upbuilding of their Pacific coast business and by his personal efforts has extended their local connections in a remarkable manner.

Born February 3, 1857, in Hanover, Germany, Robert Capelle is a son of Adolf and Caroline Steineke Capelle, both natives of that city. The father was a member of one of the old and distinguished families of the former kingdom, a long line of ancestors preceding him, all of whom rendered distinguished service to the government in various capacities, the father having been president of a local government bank. The parents resided in Germany all their lives, the father passing away in 1896, having attained to one of the foremost positions in his native city, and the mother's death occurring in 1912.

Robert Capelle acquired a thorough education in the excellent government schools of his native city, completing a college course at the age of eighteen years. He afterward perfected his education along commercial lines at Amsterdam, Holland, where he made his first acquaintance with shipping interests, the vast trade in its connections extending to all parts of the globe, strangely fascinating the young man. Although he had grown up in the shadow of shipping interests and was conversant with the line of business, to which he later devoted practically all his life, he did not at first engage in that line after coming to the United States, but upon locating in Chicago in 1880, was there for a year connected with an export meat commission house, the company, in whose employ he was, being at that time the largest exporter in the United States. It was in March, 1881, that he became associated with the North German Lloyd as traveling inspector of agencies, his duties calling him to all parts of the United States, and his connection with this large organization has been continuous from that date. In connection with his work in the capacity of traveling inspector, he founded most of the agencies of this company in the western states of the United States and Can-

ada, continuing to act as traveling representative until March 1, 1891, when he was appointed general agent of the company for the Pacific coast, with main offices in San Francisco. He assumed this position on March 26, 1891, and has now for twenty-three years successfully performed his multitudinous duties in that connection. The business after which he looks is vast and varied and Mr. Capelle has largely been the personal factor in bringing about its present extent, as is evident from the fact that the North German Lloyd is today the favorite trans-Atlantic line used by San Franciscans in their travels. Clear and far-sighted, the cause of Mr. Capelle's success is largely found in the fact that he does well everything he finds to do and does "now" what can be done "today," never putting off work to a future date. There is little dissension of opinion that the shipping interests of the western metropolis have largely contributed to the development of this section and the work of Mr. Capelle in that connection has not only resulted in his individual success but has been important in bringing about commercial expansion and growth.

The North German Lloyd, with which he has been connected for so many years, was founded at Bremen, Germany, in February, 1857, and a happy coincident, worthy of mention, is the fact that the month and year of organization coincide with those of Mr. Capelle's birth and that both since that time have enjoyed an uninterrupted period of expansion and prosperity. The company began business with a single vessel—the Bremen—a boat of three hundred feet length, traveling between Bremen, Germany, and New York, and at present has a fleet of practically five hundred vessels, more than one hundred of which are palatial ocean steamers, excellently manned, luxuriously furnished, supplied with all appliances known to modern science—in short, boats which present the most perfect and latest conveniences known to ocean travel.

On September 6, 1885, Mr. Capelle was married to Miss Olga Itzel, a native of Germany, who, however, came to the United States when a young girl. They are the parents of one son, Robert Lloyd. The family home is situated at the beautiful Mill valley on the marine peninsula, where Mr. and Mrs. Capelle keep open house for their many friends.

Public-spirited and progressive, Mr. Capelle takes a helpful interest in all public questions and issues, as they arise from day to day, and any measures undertaken for the benefit of the people or the commercial expansion of this section find in him a ready champion. Non-partisan in politics, he reserves his right of judgment in giving support to such candidates and measures as he considers best adapted

to subserve the purpose and there is no native son who could be more loyal to the interests of his city than is Mr. Capelle. As a member of the San Francisco Chamber of Commerce and the California Development Board he can always be found in the front rank of those who make for the upbuilding and the utilization of such resources as lie yet dormant. For purely social reasons Mr. Capelle is a member of the Bohemian Club and is also prominent in a number of German societies, through the medium of which he keeps alive his strong inclinations for song and art as chiefly exemplified by the Teutonic race. Coming to California over twenty years ago, he has not only witnessed the wonderful transformation that has occurred on the Pacific coast but has become a helpful and cooperant factor in general advancement and a forceful element in the community.







## Alexander Robert Baum



COMPREHENSIVE educational training qualified Alexander Robert Baum for the practice of law, and wide study, careful preparation of cases, intellectual strength and intense interest in his profession have brought him to the prominent position which he occupies as a member of the San Francisco bar. He is one of the native sons of the state, born May 6, 1865. His parents were Charles and Eliza (Schleiden) Baum, the former a native of St. Petersburg, Russia, while the latter was born in the city of Mexico, where her parents were residing temporarily. Extended mention of Charles Baum is made on another page of this volume.

In his early boyhood Alexander R. Baum became a pupil in George Bates' preparatory school and afterward studied in a gymnasium at Freiburg, Baden, Germany, and the gymnasium at Karlsruhe, Germany. In 1881 he entered the University of California, in which he studied for six months and then prepared for Harvard under the tutelage of Judge John F. Davis. He subsequently matriculated in Harvard University, where he remained through the junior year, and in 1886-7 was a student in the Hastings College of Law in San Francisco, at the same time reading law in the office of Van Ness & Roche of San Francisco. Admitted to the California bar in May, 1888, he entered upon practice in this city and in 1894 formed a partnership with T. E. K. Cormac and Dennis Donohoe under the name of Cormac & Donohoe & Baum, which later became Cormac & Baum, and so continued for eight years, since which time Mr. Baum has practiced alone. His practice has been confined to civil and corporation law, being regularly retained by a number of important corporations, business firms and leading individuals of the city. While a member of the firm of Cormac & Donohoe & Baum, he was for several years attorney for the British consulate in San Francisco. His professional ideals are high and he constantly labors to reach them.

On the 31st of July, 1888, Mr. Baum was married to Miss Louise Scott, a daughter of the late Julius Scott of Healdsburg, California, and their children are: Charles Edward, who is engaged in the commission business in Oakland, California, with the Martin-Camm Com-

pany; Alexander Newcomb, who is with the firm of Armour & Company at Oakland; and Dorothy Louise and Robert Scott, both at home.

In his political views Mr. Baum is a democrat and active in the party though not an office seeker. In 1900, however, he was his party's nominee for assemblyman from the forty-seventh district. He is a life member of the Press Club of San Francisco and of the Society of California Pioneers and belongs to the Sutter Club of Sacramento. He is also a member of the Harvard Club. There are various interesting experiences in the life record of Mr. Baum and some which have involved difficulty and danger. He was one of the three out of a party of eleven that managed to escape alive at Santa Rosa from the Hotel St. Rose, which was destroyed by the earthquake. He did not escape uninjured, however, for his ribs were broken and his back cut open, and for a year and a half he was unable to do anything and it is but recently that he seems to have fully recovered from his injuries. A lifelong resident of San Francisco save for the period of his study abroad, Mr. Baum has been an interested witness of its growth and has lived to see it emerge triumphantly from one of the greatest catastrophes with which any city has ever been visited. He stands firmly in support of all projects for public improvement and cooperates in all beneficial measures. As a practitioner of law his advancement has been continuous.

## Albert Beeston Dodd



MAN of broad education, wide knowledge, special efficiency and commanding ability, Albert Beeston Dodd has attained distinguished success in the profession of mining and civil engineering, for he has broadened his technical training by practical work in various parts of the world and has assisted in some of the most important engineering enterprises completed in the latter part of the twentieth century. He has worked in Siberia, in the Yukon and through Central America, his ability everywhere commanding success in his difficult operations, and he stands today well in the front ranks of his profession in this country. He is, moreover, an able, acute, enterprising and progressive business man and has been associated with various corporate interests in San Francisco for some time, belonging to that class of representative Americans who promote public progress while advancing individual prosperity. He was born in Lafayette, Indiana, August 7, 1869, and is a son of William J. and Margaret E. Dodd, representatives of old Ohio families, the father having large holdings in the Blue Grass region near Lexington, Kentucky.

Albert Beeston Dodd studied under a private tutor until he was ready for Smithson College, a preparatory institution at Logansport, Indiana. After he had completed the course there he entered Purdue University, at the time George Ade, John and George Barr McCutcheon and Booth Tarkington were preparing for their literary careers. While at the university he was prominent in athletics and as a member of the Phi Delta Theta Fraternity, graduating with a degree in Civil Engineering.

After leaving school he entered the employ of the Pennsylvania Railroad and was sent to Chicago to take charge of elevating the tracks of this line and the Grand Trunk system, working jointly. Upon the solicitation of his uncle, K. H. Wade, general manager of the Santa Fe system, Mr. Dodd turned his attention to the administrative branches of railroading, going to Alaska as representative of a number of the American stockholders in the White Pass & Yukon Railroad. He gave a great deal of his time to his profession also, for his interest in it was dominating and pervading and at length he became



associated with T. B. Green, dominion land and mineral surveyor for the Yukon territory. He worked there in the palmy days when the gold fields were newly discovered and exploited and when Hurdman and his associates had just come into prominence. His duties carried him far into the interior over the icebound country and at one time he made the trip from the headwaters of the Pelly, Peace and Laird rivers into Dawson, where the people of the city would not believe that the journey had been accomplished, saying that the hardships along the way were impossible to overcome. Mr. Dodd returned from the Yukon territory in the spring of 1901; visiting his brother Arthur W. Dodd, then executive officer at Goat island, now a retired captain in the American navy. Mr. Dodd of this review was made special hydro-graphic officer and attached to the United States ship Ranger. The appointment came from Secretary of the Navy Long and was a marked honor, only three civilians having held the position. Mr. Dodd proved himself in every way fitted for the work, being unusually able in his profession and possessing, moreover, the initiative and organizing power necessary to bring great engineering projects to successful completion. He had charge of the triangulation work in Lower California and of various other important enterprises, holding this position until the United States coaling station at La Paz was completed. He next traveled through California and Nevada, becoming interested in valuable mining properties in Goldfield and Ely and for some years past has given a great deal of his attention to his business interests. He associated himself with Fred G. King, of San Francisco, and together they organized the Boston Pacific Oil Company and are besides extensively interested in mining property in various localities, operating personally in Siskiyou county. Their holdings are principally in mines, although they own some fine oil lands. Mr. Dodd has had considerable experience in mining operations and is considered an expert along this line. As a lad of sixteen he was often at Aspen, Colorado, his father being one of the owners of the famous Aspen properties, and he here had an opportunity of seeing and investigating all the phases of the work—an opportunity of which he did not fail to make use. He has since been consulting engineer for a number of private mining corporations in New York city and his opinions and judgment are considered standard authorities on questions of mining operation, value and control throughout the country. He has extensive connections with various companies interested in mining and is a director in a number of mining, oil and industrial corporations.

That Mr. Dodd has attained a position of eminence in his chosen profession is evidenced by the fact that he has been in the employ of

the United States government for several years in the geological and the hydrographic surveys and also in the reclamation service. His work has taken him to Siberia, inside the Arctic circle and through Central America and has closely touched some of the big construction and engineering projects of the world. He has also located three divisions of the Western Pacific Railroad, acting as locating engineer. He has related some of his experiences in different countries in scholarly talks before various eastern clubs of which he is a member, bringing vividly before his hearers' minds the hardships, the toils and the splendid compensations of the mining and civil engineer who reclaims waste lands, constructs bridges, canals, tunnels and railroads and to a great extent builds up civilization. Mr. Dodd is an expert in the science of engineering but his work has not been merely that of a scholar. He has demonstrated its worth in a practical form, his labors benefiting his fellowmen, and he justly merits the honors and distinction that have come to him as a man of superior professional and scientific attainments.











Thomas E. Hayden



Thomas E. Harman

## Thomas Edward Hayden



**T**HOMAS EDWARD HAYDEN, lawyer and educator, was born in New York, 1868, son of Charles C. and Maria (Howells) Hayden. His parents came to this country from Ireland, his father's family residing in Providence, Rhode Island, and his mother in New Haven, Connecticut. To this boy, like so many youthful Americans, who had a desire to prepare themselves for useful careers, a thorough education was a first essential, with the law as a profession, the final goal. At the age of twelve he left the village school of Williamstown, New York, to become a clerk in a village store; at thirteen, one of the store's customers, trustee of a country school, offered him the position of teacher for the winter term. The job of a clerk was given up for that of the teacher. A successful term of sixteen weeks—and the country boy entered Pulaski Academy for the spring term of 1882 and began to prepare for college. During the next years winter teaching was a part of this preparation, and it furnished the necessary means.

In 1885 he graduated from the classical course at Pulaski, and accepted the principalship of a school at Fine, New York, where he taught from 1885-1887. In 1887 he entered Hamilton College, graduating in the classical course in 1891 with degree of A. B., and received his degree of A. M. for special work and with special honor in constitutional law from the same institution the following year.

In college Mr. Hayden distinguished himself in many ways; in scholarship he was an honor man and elected to Phi Beta Kappa; was sophomore prize declaimer, first; junior prize essayist, first; senior prize debater, first; senior prize in chemistry, first; and business manager of the College Monthly for three years.

In 1891-1893 he was principal of the Clinton high school. Here a first-class high school was organized and developed and because of this marked success the superintendency of the Waterville schools was offered and accepted, and here seven years were spent in preparing students for college and for life. In 1900 Mr. Hayden resigned to take two years in travel. He came to California en route to Japan, but decided to remain in California. In 1901-1903 he attended Stan-



ford University, specialized in law and history and, in 1903, opened an office in San Francisco under the firm name of Hayden, Alderman & Oakford. Then came the fire and earthquake and the graft prosecution and the reorganization of city affairs, in all of which Mr. Hayden took an active part. In 1908 he became assistant city attorney with Judge Long, and in 1909 was appointed a member of the board of education by the reform mayor, Edward R. Taylor, of which board he was elected president. Mr. Hayden became again thoroughly interested in the educational work of the city and has devoted much time to the discussion and solution of school problems ever since. In this connection he advised the so-called Taylor board to resist arbitrary removal by a succeeding mayor. He became the board's attorney, and in a two years' fight in the courts, to keep the schools free from political control, was entirely successful.

Mr. Hayden has, besides his legal work, taken an active interest in the promotion of better living and health conditions in the city. In this line and in social service work he has been one of the organizers and for the first five years president of the San Francisco Association for the Study and Prevention of Tuberculosis, resigning said office in 1911. He is a member of the Commonwealth Club; Iroquois Club; director in the San Francisco Settlement Association; director in the San Francisco People's Place; director of the Juvenile Court; a member of the Housing Association, etc.

As a public speaker on literary, social and political questions, his services have been in constant demand and greatly effective. In brief, Mr. Hayden's life work is only another excellent example of what energy, pluck and perseverance can accomplish, and how working one's way has advantages as well as limitations.

Still a young man, born and educated in New York, a student of European life by contact and travel, he believes with a great enthusiasm and the forces and in the opportunities of the west and especially of the state of California and city of San Francisco, of the state and city of his adoption.

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