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**Tour SU3 – The  
Beautiful Way**



# Tour SU3 – The Beautiful Way – A Sunday Morning Walk along the Alameda

## Acknowledgement:

Much of the material for this narrative is from the book The Alameda, The Beautiful Way by Shannon Clark.

*The walk begins at the corner of Naglee/Taylor and the Alameda. Everyone should have taken the #22 bus from First and Santa Clara Streets or found alternative routes to this point. Gather folks together to begin the tour.*

The route of the #22 from downtown San José up to Palo Alto follows the King's Highway. (In Santa Clara the name actually changes to El Camino Real.) The Alameda is a section of this highway. The Alameda was the route between Mission Santa Clara and the San José Pueblo from the beginning of the Spanish Period. The Pueblo was established in 1777, staffed by five civilians and nine soldiers with their families. Ten months earlier, Mission Santa Clara had been established. Commerce was quickly established between the two.

Father Magin de Catala began a series of projects in 1795 to improve the mission that changed the path. He first had neophytes dig irrigation channels from Guadalupe River to improve crops. These channels were on both sides of the Alameda. In 1799, neophytes lined the Alameda with willow saplings. In Spanish, 'The Alameda' can be translated as "shady walk". The improvements to the Alameda encouraged church attendance and the trees also offered protection from the long horn cattle grazing on the plain. The most important objective, however, was to make the road passable in the winter when the route was a swamp. The improvements helped, but the shade of the willows slowed evaporation, and the road was still often impassable after heavy rains. There are various accounts of the number of rows of willows that were planted. 3? 4? It is likely that different parts of the Alameda had different numbers. Tree removal occurred throughout the early 19<sup>th</sup> century when lumber was scarce, and accelerated when it interfered with transportation later on. In the 1880s, the center line of willows became a hazard, and they were removed.

The first stage coach from San Francisco to San José ran along the Alameda in 1849 and the fare was \$35. By 1850 there was competition and the fare was down to \$10. In 1854, it was \$2. It is as if Moore's Law was applying to the valley even before the semiconductor industry... An omnibus began running on the Alameda in 1856. For a while it was a toll road. Of course, since there are no natural transportation barriers, competitive routes sprouted up when the toll was charged.

Construction for the San Francisco and San José Railroad began in 1861, and was completed in 1864, along the route that it follows today, north of The Alameda. With the arrival of the railroad, more industry came to the Alameda, such as the Fredericksburg Brewery. The stumps from the willow removal in 1880 served as part of the foundation for the Pacific Manufacturing Company in Santa Clara.

The first horsecar inter-urban line ran along the north side up to Race Street, and then crossed the street to run on the south. It ran between the downtowns in 1868 when it was

opened and was extended a year later to run to Coyote Creek on the San José side. Over the years, this line was electrified, and aligned to run down the center of the street.

We'll start with a brief history of General Naglee for whom the cross street going west is named. Naglee is one of the many colorful figures in San José history. Henry Morris Naglee was born in Philadelphia in 1815 and he graduated from the US Military Academy in 1835. Naglee came to California in 1846 during the Mexican-American War as a captain in the 1st New York Infantry regiment. In 1849, Captain Naglee became the first commanding officer of the 1st California Guards, a militia unit in San Francisco, the beginning of what would become the California National Guard. He also entered into a career in banking.

In 1858 Naglee left San Francisco to study viticulture in Europe. Later that year, he bought 140 acres just east of what is now San José State, where he built an estate and planted vineyards of Riesling and Charbono grapes, from which he distilled brandy. In 1861 Naglee reentered the U.S. Army as a lieutenant colonel, but he resigned in January 1862. Naglee was made a brigadier general of volunteers the next month and commanded a brigade in the Army of the Potomac during the Peninsula Campaign, where he was wounded at the Battle of Fair Oaks in May. Later that year he commanded a brigade and a division in North Carolina. In 1863 he commanded the VII Corps and the District of Virginia. From November 1863 to April 1864, he sat idle in Cincinnati awaiting orders, so he resigned and returned to San José to resume banking and brandy making. (Wouldn't you? Or is Cincinnati beer preferable to California wine?)

After returning to California, General Naglee was involved in two very public scandals. In 1865, Mary Schell, whom Naglee had met in 1858 and corresponded with while at war, published his love letters in a book entitled The Love Life of Brigadier General Henry M. Naglee, Consisting of a correspondence on Love, War and Politics, after he broke off their relationship. In 1877 his nanny Emily Hanks filed a lawsuit against Naglee, claiming he proposed marriage to her and then seduced her. This led to two trials and three years of headlines in the local newspapers. The court ruled in Hanks's favor in the first trial, but in Naglee's in the second. He died in 1886.

At the corner of Taylor (the southeast corner) is a plaque. It was installed by in 1958 to commemorate the place where the canning industry began. This was the home of Dr. James M. Dawson and the industry began in his woodshed at the back.

Depending on your source, this happened in 1871 or 1872. It is given as 1872 in The History of Santa Clara County, California, written in 1881 and available on Google. The 1871 date is probably more credible for the early experimentation, which produced 300 cases of canned fruit. In all accounts, it is noted that Dr. Dawson, as a physician, managed the sanitary aspects of the process, his wife managed the cooking, and his son Tom, a tinsmith, developed the canning process. In 1872, Dr. Dawson joined with W. S. Stevens and Lendrum, Burns & Co. to form J. M. Dawson & Co. They rented at corner lot at Fifth and Julian, and built some rough buildings, procured a boiler, and produced about 4000 cases of canned fruit in 1873. (This is about a 10x improvement in 2 years. Moore's Law again?) In 1874, they added another partner, Wilson Hays, and "enlarged their works and products". In 1875, the San José Fruit Packing Company was formed.

By 1881, when the History<sup>1</sup> was written, it was, “Employing over 300 hands, mostly women and girls, during the running season and canning about one million cans a year, which involves an outlay in the county of over eighty thousand dollars annually for help and fruit alone. Under its present able management the enterprise is flourishing and prosperous.” This is an extraordinary growth! In these years, all steps along the production line were done by hand, including steaming, peeling, cutting, slicing, sorting, packing in cans, cooking, soldering, labeling and warehousing.

Now let’s walk a bit along “The Beautiful Way”, back toward town. We’ll be going southeast down the Alameda.

The first house has a plaque saying that it was built in 1907 and restored in 1997. This is a typical example of the mansions that were built along here and converted to businesses.

Julia Morgan designed this house at the corner for J H Pierce, the son of the founder of the Pacific Manufacturing Company. It was built in 1907. It contains exotic woods from all over the world, which is not surprising for a lumber mill owner. Julia Morgan went on to design Hearst Castle. There are many notable Morgan buildings around the Bay Area.

The Hill/Moore Mansion once stood at the northeast corner of The Alameda and Schiele. This home was designed by Theodore Lenzen, San José’s most prominent architect of the time as an identical copy of the governor’s mansion in Sacramento. It had 19 rooms including a ballroom on the third floor and survived the 1906 earthquake. It was demolished in 1955.

The Hill/Clark/Lee Property is located across Schiele between Schiele and Pershing. The millionaire William Squire Clark originally lived on the East side of San José near St Patrick’s Church on Santa Clara. Annoyed by the sound of the bells, he dismantled his mansion and moved it to the Alameda. Later Judge John Hendley Moore bought the house and moved it here, near the corner of Schiele and The Alameda. In 1921, the Leet family replaced the mansion with yet another. (Was this the first scraper? The term scraper is used here – and maybe elsewhere - to describe perfectly usable homes in affluent areas like Menlo Park or Palo Alto that are purchased with the intent of immediately replacing them with a bigger/better McMansion.) The Leet House was destroyed by fire in 1965, and the site is now a Bank.

Schiele is named after Charles M. Schiele, who was born in Germany in 1850, and who barely survived the Franco-Prussian War. He arrived in New York with 35¢ in his pocket. He also almost met death in the mines of Virginia City from typhoid and brain fever. He made it to San José in 1878, and began investing in land, including the Pacific Hotel (You saw a replica of that hotel in History San José Thursday night), and Willow Glen lands. He established two subdivisions on the Alameda – one here along Schiele and another along Magnolia on the other side. The walk up this street is quite interesting – with some great old homes in various states of repair.

In case you haven't noticed, there are a lot of things named Fremont around here. Who knows about John C. Frémont?

How you feel about Fremont may depend on when your family arrived in California... John Charles Frémont (January 21, 1813 – July 13, 1890) was an American military officer, explorer, the first candidate of the Republican Party for the office of President of the United States, and the first presidential candidate of a major party to run on a platform in opposition to slavery. (That's the positive side.)

Frémont was born in Savannah, Georgia. His ancestry is disputed. Many confirm he was in fact illegitimate, a social handicap he overcame by marrying Jessie Benton, the favorite daughter of the very influential senator and slave owner from Missouri, Thomas Hart Benton (1782-1858). Somewhere about this time, the accent was placed over the 'e' in Fremont.

Benton, Democratic Party leader for over 30 years in the Senate, championed the expansionist movement, a political cause that became known as "Manifest Destiny." This movement became a crusade for politicians like Benton and in his new son-in-law. Benton pushed appropriations through Congress for surveys of the Oregon Trail (1842), the Oregon Territory (1844), the Great Basin, and Sierra Mountains to California (1845). Through his power and influence, Benton got Frémont the leadership of these expeditions.

On June 1, 1845 John Frémont and 55 men left St. Louis, with Kit Carson as guide, on the third of these expeditions. The stated goal was to "map the source of the Arkansas River," which is on the east side of the Rocky Mountains. But upon reaching the Arkansas, Frémont suddenly made a hasty trail straight to California, without explanation. Arriving in the Sacramento Valley in early winter 1846, he promptly sought to stir up patriotic enthusiasm among the American settlers there. He promised that if war with Mexico started, his military force would "be there to protect them." Frémont nearly provoked a battle with General José Castro near Monterey, camped at the summit of what is now named Fremont Peak, which would have likely resulted in the annihilation of Frémont's group, due to the superior numbers of the Mexican troops. Frémont then fled Mexican-controlled California, and went north to Oregon.

While there, they engaged in skirmishes with Indians. Kit Carson was nearly killed by a Klamath warrior: his gun misfired, and the warrior drew to fire a poison arrow; but Frémont, seeing Carson's predicament, trampled the warrior with his horse. Carson stated he felt that he owed Frémont his life due to this incident. They returned to California.

On June 28, 1846, Frémont intercepted three Mexican men crossing the San Francisco Bay near San Quentin. (Remember at this point California was IN Mexico.) Frémont ordered Carson to execute the three men in revenge for the deaths of two Americans. Carson reluctantly complied, executing José R. Berryessa and his nephews, Ramon and Francisco De Haro, the nineteen-year-old twin sons of Francisco De Haro, the first Alcalde of San Francisco. (The Alcalde was basically the head of the local government, a combined legislative and judicial post.) The Berryessas were one of the most powerful Californios, the families of Spanish/Mexican California. Along with the Sunols, the Bernal and a few others, they owned most of the property from Lake Berryessa about 70 miles to the north to the southern end of Santa Clara County about 30 miles south. (This

was a “Big OOPS” for getting cooperation and later political support from the Californios.)

In late 1846 Frémont, under authority of Commodore Stockton, led a military expedition of 300 men to capture Santa Barbara, California, during the Mexican-American War. Frémont led his unit over the Santa Ynez Mountains, captured the Presidio, and the town. Mexican General Pío Pico, recognizing that the war was lost, surrendered.

On January 16, 1847, Stockton appointed Frémont military governor of California. However, U.S. Army general Stephen Watts Kearny, who outranked Frémont and had orders from the President and Secretary of War to serve as governor, demanded that Frémont relent, which he stubbornly refused. Kearny gave Frémont several opportunities to retract his position. When they arrived at Fort Leavenworth in August 1847, Kearny arrested Frémont and brought him to Washington, D.C., where he was convicted of mutiny. President James Polk quickly pardoned him in light of his service in the war. Frémont served from 1850 to 1851 as one of the first pair of Senators from California. In 1856, the new Republican Party nominated him as its first presidential candidate. He lost to James Buchanan. Frémont was unable to carry the state of California. (Remember Berryessa?)

Frémont later served as a major general in the American Civil War and served a controversial term as commander of the Army's Department of the West from May to November 1861. Frémont replaced William S. Harney, who had negotiated the Harney-Price Truce, which permitted Missouri to remain neutral in the conflict. Frémont ordered that Missouri come into the Union cause. Frémont imposed martial law in the state, with an edict that confiscated secessionists' private property and emancipated the state's slaves. Abraham Lincoln, fearing the order would tip Missouri (and other slave states in Union control) to the southern cause, asked Frémont to revise the order. Frémont refused. Lincoln responded by relieving Frémont of command on November 2, 1861.

In March 1862, he was placed in command of the Mountain Department of Virginia, Tennessee and Kentucky. When the Army of Virginia was created June 26, to include Gen. Fremont's corps, with John Pope in command, Fremont declined to serve on the ground that he was senior to Pope. He then went to New York where he remained throughout the war, expecting a command, but none was given him. (This seemed to happen during the Civil War to guys from California...)

Frémont was nominated for the Presidency on May 31, 1864 by the Radical Republicans, a group of hard-line Republican abolitionists upset with Lincoln's position on the issues of slavery and post-war reconciliation with the southern states. He later backed out. From 1878 to 1881, Frémont was governor of the Arizona Territory. His family fell destitute and had to live off the publication earnings of wife Jessie. Frémont died in 1890 a forgotten man, of peritonitis in a hotel in New York City. Now his name is all-over-the-place.

Between Fremont and Singletary on the other side of the street is the Singletary mansion. It is now office space, like most of the mansions that remain – and suffering in the process. Emory C. Singletary came to San José from Massachusetts via Wisconsin, Illinois and Missouri. He started off with Fremont's third expedition, but quit after “taking a great dislike to the general”. He finally came to California in 1853 with a party of 19 men and settled in Colusa for five years before returning east. He returned to

California in 1873 and finally settled down. The 1881 History lists him as being a founding principal in the First National Bank of San José. He married Florence Grigsby here. She was probably a younger woman, since the 1932 City Directory lists her as living at 1585 The Alameda with her son George C. Singletary at 1585 and Margaret E. Singletary, widow of Emory G. Singletary at 1192 Fremont Avenue.

Also note the elegant brick Hester Park Gate. It was built in 1904.

The home of Judge Craven P. Hester was located at the northeast corner of Pershing and The Alameda. He was the San José District Attorney and later Judge of the Third Judicial District. He owned the property up to Schiele's. He arrived in 1850 and originally lived in a small adobe near the town center. In 1852, his daughter Sallie's diary noted, "My father has bought property on the Alameda Road and we expect to move out soon to the place where we are going to build. We have rented the Stockton House which came round the horn." They moved onto the Alameda in July, 1852. As one of the first residents, many things were named after him. The Towne Theater was originally the Hester Theater. Hester Avenue and Hester School still exist. Hester Market and Hester Pharmacy are now closed.

Hester School was rebuilt a few times to reflect changing earthquake safety requirements. It is now Downtown College Prep, a charter school. The Hester Pedestrian Subway was built in 1928 by W. L. Popp in memory of two students, Virginia Frazer and Charles Loring Sykes who were killed by speeding automobiles on The Alameda. There is a plaque. A similar subway sits at the Rosegarden.

Across the street, at the corner of Hester, you will notice the old Spanish Colonial style Bank of America Building at 1445 The Alameda. This branch was constructed in 1926, when it was still the Bank of Italy. It was done by the same architect as the downtown bank at First and Santa Clara, H.A. Minton and at about the same time.

Lenzen was named for Theodore Lenzen, who designed more than 600 buildings during his career. Few remain. The Scheller House on San José State Campus is now called the Associated Students House. Lenzen's own house was located here.

Up Lenzen is J Lohr Winery. If this were a smaller group we could stop. You may want to come back after we finish the walk. They probably still have copies of The Alameda book for sale and they have other souvenirs. This is one of the few remaining tasting rooms in the area. The grapes are grown on 3000 acres in Monterey County, Napa Valley and near their other location in Paso Robles. Lohr is located on the site of the old Falstaff Brewery. Any of you do the brewery tour in St Louis? Falstaff originated as Lemp Brewery. The Falstaff shield was adopted in the 1890s to mark the brand. Falstaff purchased the San José Plant in 1952 from Pacific Brewing and Malting, and this became plant 6. The plant formerly brewed Wieland's Beer. Unlike its other expansions, Falstaff had never sold beer in California before. It was a small plant, only 100,000 bbl capacity which is equivalent to about six million cases. In 1973 the San José plant closed and production moved to San Francisco, where a plant had been opened the previous year at the old Burgermeister brewery site. (The San Francisco plant was able to produce 20

million cases per year.) This plant was just too small and real estate too expensive to provide for any expansion. The plant had 168 employees at its closing.

The Wieland/Falstaff Brewery was a descendant of the old Fredericksburg Brewery. However it stood in the area where the Fredericksburg horse barns were. In 1869, Gottfried Frederick Kahenberg, a tavern keeper, set up a small brick shanty at the corner of The Alameda and Cinnabar which is further down the Alameda – where Andy’s Pet Shop sits. Lenzen designed a massive brewery to replace the shanty in 1872. It extended along Cinnabar Street. The Brewery quickly became one of the largest in the County. Initially it produced 4000-5000 barrels per year, but by 1888 it was producing 53,000. A 1902 fire destroyed the malt house. The turrets fell in 1906 due to the earthquake, but the brewery survived both of these calamities. It was closed by Prohibition. In 1936, the property was bought by the Pacific Brewing and Malting Company which continued to use the Fredericksburg label. In 1939, the label was changed to Wieland.

Plaque 6 marks the Hester Theater which was renamed The Towne in 1949. Too bad you can’t see the neon in daylight. It was the first neighborhood theater in San José. It was the first to install a sound system in 1930 to show the “talkies.” The theater was closed down in 1969 after showing “I am Curious Yellow” until a court decision allowed such “art” films to be shown. It was renovated by James Zhur, owner of the Camera Cinemas, in the 1980s. Currently it mainly shows films from India.

Plaque 5 is at the Westminster Presbyterian Church #1341. The first Protestant Church in San José was organized in 1849 with a church that was built on North 2<sup>nd</sup> St. This church was replaced in 1890 with the Second Presbyterian Church. The Westminster Church was built in 1926 to accommodate the growing community. The stained glass windows from the Second Church were incorporated into the design.

Plaque #5 commemorates the Franco’s Super Market that was opened here in 1944. Franco’s PW Supermarkets are a local chain.

Look across the street. Where Julian Street now comes into The Alameda, where Andy’s Pet Shop sits, it used to be called Cinnabar Street. It’s now Julian for a block or two until Julian turns. This was the main street facing of the Frederickburg Brewery. Further down Cinnabar, where it crosses Stockton was one of the most important places during the canning era – **Muirson Label Company**. The buildings were razed in 2002 to make way for high density housing, the Cinnabar Commons. The Muirson Label buildings were designed by renowned local architect William Binder. Existing buildings in San José that were designed by Binder include Le Petite Trianon Theatre, which he built as a house of worship for the Christian Assembly in 1923 and the José Theatre built in 1904. Muirson Label, single story industrial buildings had sawtooth roofs held scores of windows, allowing the design and printing operation of Muirson Label Co. to be performed with natural daylight that was so essential to this type of manufacturing. The site <http://www.historysanJose.org/labellegacy/index.html> established the precedent of making a website as all or part of the mitigation for replacing historic buildings. This

site not only talks about the building, but it also covers the people and processes for making labels.

Muirson Label played an important role in San José's agricultural industry, creating the images of the Valley of Heart's Delight seen worldwide via the colorful labels on fruit crates and cans. These labels and crates are now highly collectible pieces of canning history. Many were designed by Ralph Rambo.

George Muirson, founder and owner of Muirson Label Co., was the patriarch of a family that dominated the San José printing industry for generations. George learned the printing trade and became the business manager for the San José Morning Times. He operated a printing company, bringing his nephew Theodore McKay Wright into the business. The company was known as Muirson Wright Printing. According to one family member, when Wright went to work one morning he found the presses already turning out still another fruit label. He remarked in disgust: Is that all we're going to print, box labels? Shortly after, the business divided. Muirson Label was formed to print the labels, Wright-Eley Printing handled the more traditional printing assignments.

The Muirson-Wright-McKay clan and its offspring dominated the business for generations. The business continued into recent times with younger family members taking over as older ones retired. Muirson Label was bought out by International Paper in the 1960s, but the business continued under fourth generation Whitney Wright until the plant was finally closed in the 1970s.

We are now going to be taking a short detour from The Alameda to look at a few fine homes in the Shasta-Hanchett District of San José. This subdivision was the site of the 76 acre Agricultural Park, a park and fairgrounds that included a horse racing track (This explains the name Race Street which is the eastern boundary of the subdivision.) The Santa Clara Valley Agricultural Society bought the park land in 1859 from General Naglee for \$6000. The park also had a velodrome at Park and Race, baseball fields, and an arboretum. The 1881 History describes fund raising activities to add to the park amenities. President Grant visited here in 1879 to watch Leland Stanford's horse Occident race against the clock. In 1905, John J. Montgomery gave demonstrations of his heavier than air glider. This was before the Wrights. When it was a park, it was still county land.

The park was sold to the Peninsula Land and Development Company, owned by Lewis Hanchett. He took personal ownership in 1905, and subdivided it in 1906. It wasn't until 1907 that the County Supervisors agreed to accept the streets. Residents bought the lots, hired their own architects and builders, who operated within guidelines allowed by Hanchett. Most of the homes were built before 1930 and they reflect the then-current styles, Craftsman bungalow, Spanish Eclectic, Mission, and Prairie.

This was the first California subdivision offering modern septic sewer system. You can see that the streets were 80' wide instead of the 60' standard of the time. No business places were allowed in the development. The utilities were placed in the back yard instead of on the street.

We won't do the complete tour. If you are interested, you may want to complete the walk on your own.

**[Numbering scheme from the book]**

[1] 1167 and 1177 Hanchett are two early examples of Craftsman bungalows. There are many more throughout the area.

[2] 1130 Hanchett is a Colonial Revival built in 1921 for Frank Marten. The garage/coachman's house is earlier.

Both 1150 and 1168 Hanchett are other typical Colonial Revivals that can be seen throughout the neighborhood.

[3] 310 Sequoia Ave (corner of Hanchett). Ralph Wyckoff, who built the downtown Post Office, built this Spanish Eclectic for his residence in 1923. He imported fireplace tiles from Spain.

[12] (Using the numbering scheme from the book) 295 Sequoia, 1918 Italian Renaissance

[11] 225 Sequoia (diagonal corner of Hanchett) was built about 1924. This house was believed to have been built for C.C. Pomeroy, proprietor of the Pomeroy and Sons store in downtown San José. This Spanish Eclectic was designed by Andrew Hill Jr., son of the artist. Note the thick adobe-like walls, the arched details above the windows and some matching arched windows, and the tile accents. The tiles are believed to have been made by S&S – or Solon, the premier tile company in San José, whose work can be seen on Hoover School, the Rose Garden Fountain and at the Rosicrucian Museum.

[4] 1225 Hanchett is a Prairie style, built before 1915 for Charles Mockbee. Proprietor of the Gold Nugget Butter Company. It was soon sold to Louis Normandin, who owned a carriage and auto work on The Alameda. People familiar with the area will recognize that name as belonging to a Chrysler-Plymouth dealership. Note the sunken garden. The magnolia tree in it is protected as a heritage tree of the city.

[5] 1235 Hanchett – Tudor style bungalow

1257 & 1265 Hanchett – Classic Craftsman bungalows

1294 Hanchett – Note the paired gables and symmetrical design

*Turn left on Tillman to Martin and turn left again*

[9] 1257 Martin – 1910 for Emory G. Singletary (the son)

1249 Martin – 1910 for William H. Gavin - Note the shed dormer.

1241 Martin – 1910 for M.S. Gibson – This one is credited to Lynn Wolfe, son

1233 Martin – 1911/1912 for Margaret Roberts

1225 Martin – 1910 for C.W. Dore, a downtown pharmacist

Collectively this set of houses is known as bungalow row. In 1978, a HABS Survey was completed on these homes. They were designed by Frank Wolfe and Charles McKenzie. Wolfe and McKenzie, jointly and separately, designed many of the homes in the subdivision. Wolfe was also very active in the Naglee Park area, where he designed about 60 homes.

[10] 1232-1234 Martin – 1913 – Residence of J.F. Marten, son of A.H. Marten & Son, Flour, Feed & Grain. A.H. lived on The Alameda.

[13] 1166 Martin c 1906, Wolfe and McKenzie. Local lore says it was built for Hanchett's mother. It was featured in the original advertising brochure. The second resident was William F. James, who became a Superior Court Judge while he was living here.

[14] 1163 Martin. The Col House was designed by Frank Wolfe. This home was also HABS documented in 1978. It features leaded glass in the built in cabinets and is among the finest Prairie style homes here. It was built in 1913 for Peter and Blanche Col. Peter was the Vice President of the Walsh-Col Company.

At the obtuse angle corner of Alameda, where there is now a Togo's and Pasta Pomodoro, in the 1940s stood Tinny's Drive In built in 1941. This was a popular hangout. Before that, the corner was occupied by the home of August Marten. Before THAT, it was the entrance to the Agricultural Park.

About a mile south of here, at the corner of Race and Moorpark, was a large cannery complex. (Of course, one could stop just about anywhere and point in some direction or other to a cannery within a mile or two.) At various times it was called Hershel California Cannery, Glorietta Foods, Contadina and Pacific Coast Cannery.

Across the street at 1085 The Alameda is the Silicon Valley Community Newspapers office.

Looking across the street, you can also see the Greenlee Bakery at 1081. Frank Mitchell Greenlee and his wife Harriet moved to San José in 1925 with their son, Emmett. The bakery opened in 1929. Emmett operated the bakery until it was sold to Norbert Geldner in 1981.

A little further down at 1040 The Alameda, there used to be a Miniature Golf Course here in the 1930s. Enterprise Rent-A-Car is there now. From the picture, miniature golf hasn't changed much in 70+ years.

Plaque 3. Past the Flamingo Motel, the large brick building was the Auditorium Roller Rink from 1927 to 1974. It was also known as Roll-Ameda.

The current location of the Billy DeFrank LGBT Community Center (on this side of the street) was a French restaurant from 1929 to 1939, and later it was an Arthur Murray Dance Studio.

Look at building across the street at 865 The Alameda. This building was the home of the Leland Cerruti Packard Dealership. It had stunning Spanish Revival style features. Some are still visible, but most are gone.

Plaque #2 is at 848 The Alameda. It is for Schurra's Candies. The Schurra family emigrated from France and settled in Sunnyvale. The sons Albert and Justin went into candy making, first in Modesto and then here. The Alameda shop opened in 1938. The current location of Schurra's is one door down from the original, but the recipes are faithful to the original ones.

At 808 The Alameda, note the 15 foot figure in the front of Babe's Muffler Service. Roland 'Babe' Royer established Babe's in 1953 at 955 The Alameda, but moved to 808 the following year, and Babe has been there ever since. Originally Babe held a muffler instead of an axe, but he is probably holding a hockey stick now. Many 'Babes' exist around California and some of them are protected – although he looks like he could take care of himself.

754 The Alameda was a building built in 1922 that served as the Western Pacific Railroad freight depot probably beginning in the 1930s when the rail was realigned, until 1967. The building was later called 'Archer's Den'. Now it is the Avalon at Cahill. Across the street was The Alameda Palace Hotel at the corner of White. By 1905 it was referred to as the "notorious Palace Hotel" for various reasons.

We're standing in front of what was the District Office for Calpak, the California Packing Company, better known by its signature brand, and eventual corporate name, Del Monte. Did anyone go on the Cannery Life Tour? Our discussion of Building 51 comes from that material. The staff in this office administered all the plants in the Santa Clara Valley, including the purchase of the fruits and vegetables that were the input to the canneries. Although by the time this building was in operation, most of these purchases were part of long term supply contracts, still the amount of paper work in the days before computers, or even punch cards is interesting to consider. Even the payroll, with some many seasonal and part-time workers would have been formidable. This was when high tech was carbon paper.

This is now (or was until recently, there was a sign up about a month ago that the office had close) the sales office for Centex Homes Fifty One project, which is a condominium complex being developed in Del Monte Plant 51, a former dried fruit processing plant constructed in 1913.

Plant 51 was originally constructed by one of the predecessor firms that went on to form Calpak in 1916. It served as a dried fruit packing plant and warehouse. It was heavily modified in the 1930s. The building was idled, and in 2004 Centex Corp. began a project to turn the plant into 265 condominiums. The building was constructed from masonry, so an "exoskeleton" was created to reinforce the structure and allow the creation of new foundations. Construction is now about 70% complete, but the project has been hit by the slump in the housing market, and on 31 Mar 08, Centex sold the property, along with 8,500 lots in 27 developments across 11 states to RSF Partners Inc. Reportedly, over \$100 million had been spent on the development, but sales had been very disappointing.

Where the underpass is located today, there was a crossing “shanty” on the north side of the street. This was to control traffic with the streetcars that were running down The Alameda.

For those who are interested, we’ll stroll around Cahill Station and then if there is still time, we’ll wander together around the Arena and look at some of the signage on the River Trail walk. If you need to head off to other places, you can break off now.

From the front of the station, there are two interesting point visible. Kearney Pattern Works and Foundry, 40 South Montgomery, near Santa Clara, was established in 1919. The Stephens Meat Products’ neon sign (the pig moves) is all that is left of the company. The building, built in 1948, was turned into a parking lot for the station.

Cahill Station (taken from Wikipedia)

The Cahill Depot was opened in December 1935. The opening of the depot was the culmination of a 30-year effort to relocate 4.5 miles (7.2 km) of the South Pacific Coast line of the Southern Pacific Railroad away from the heavy traffic of the downtown area around the Market Street Depot, located at Market and Bassett Streets, to the eastern edge of Willow Glen, an industrial neighborhood area in the 19th century and the former location of rail facilities belonging to other railroads, in 1935. The new depot effectively replaced the Fourth Street line's station.

The Cahill Depot was a destination for several Southern Pacific passenger trains, including the famous San Francisco - Los Angeles train, the Coast Daylight. Amtrak took over long distance passenger train service in 1971, and Caltrain equipment replaced all SP passenger equipment on the Peninsula Commute in 1985.

Restoration of the station was finished in 1994, at which point the station was re-christened Diridon Station in honor of former Santa Clara County Supervisor Rod Diridon. Rod has been a strong supporter of public transportation and may be considered the father of VTA Light Rail.

In 1996, Santa Clara County voters approved a half cent sales tax to fund the 1996 Measure B Transportation Improvement Project. Part of this project was the construction of the Vasona Light Rail extension which included a VTA light rail station immediately adjacent to the Diridon train depot. The official opening date for this light rail extension was October 1, 2005, however, revenue service at the San Fernando and Diridon Stations began on July 29, 2005 to accommodate attendees of the inaugural San José Grand Prix race.

The passenger platform is featured in the opening scene of Alfred Hitchcock's *Marnie* (1964) as representing the Hartford, Connecticut train station. *Marnie* (Tippi Hedren) is seen walking down the platform, back to the camera with a yellow purse and a suitcase, setting down her suitcase and waiting for her train to arrive.

The depot is constructed in the Italian Renaissance Revival style. It consists of a three-story central section flanked by two-story wings. The building, a compilation of rectangular sections, is 390 feet (118 m) long and varies in width from 40 feet to 78 feet (12 to 24 m). The central section, which contains the passenger waiting room, measures 40 by 80 feet (12 to 25 m) and is 33 feet (10 m) in height. The high center pavilion

housing the waiting room is constructed of steel columns and trusses. The side wings are framed with wood. The exterior walls are clad with tapestry brick or varied colors and arranged in an English bond pattern. The depot is located in an industrial area dominated by warehouses and related commercial businesses. Several vernacular sheds, a water tower, butterfly passenger sheds and the nearby Alameda underpass are all contributing buildings and structures within the railroad station.

The building was designed by Southern Pacific architect, John H. Christie, who had worked on the Southern Pacific remodeling of the Fresno depot in 1915 and later, in 1939, worked on Union Station in Los Angeles.

This depot is one of only four Italian Renaissance Revival style depots in California, and the largest surviving depot of the San Francisco-San José line. The only other large depot built in California during the 1930s was the Los Angeles Union Passenger Terminal.

The HP Pavilion at San José was formerly known as Compaq Center at San José. (There was another Compaq Center, so the ‘San José’ part needed to be in the name.) Before Compaq bought the rights it was simply San José Arena, which is what most people still call it, although Shark’s fans call it the Shark Tank. The name was changed when HP acquired Compaq. It’s called ‘Pavilion’ because that is the name of one of HPs personal computers.

HP Pavilion at San José houses the following sports teams: the San José Sharks of the National Hockey League, the San José SaberCats of the Arena Football League and the San José Stealth of the National Lacrosse League. It is also the venue for the annual SAP Open men's tennis tournament. The facility was home to the Golden State Warriors of the NBA during reconstruction of the Oakland Coliseum Arena, and the defunct San José Rhinos of RHI and San José Grizzlies of the CISL.

It hosts an average of 190 events a year, including many non-sporting events. In 2006, the HP Pavilion sold the most tickets to non-sporting events of any venue in the Western United States, and the fourth highest total in the world, after Madison Square Garden in New York City, the Manchester Evening News Arena in Manchester, and the Air Canada Center in Toronto.

In the Park, if you walk past the carousel, you will come to signage about the history of the area and information on flooding of the Guadalupe River.