

PHLEGER ESTATE

In 1935, Herman and Mary Elena Phleger purchased their Mountain Meadow property that has come to be known as the Phleger Estate. In 1984, Herman died. He and Mary Elena had been life-long boosters of conservation and environmental causes. In that spirit, Mary Elena offered the Peninsula Open Space Trust (POST) the opportunity to preserve the property. Within four years, POST managed to raise the necessary funding to make the purchase possible. On April 29, 1995, the Phleger Estate was dedicated as a part of the GGNRA.

The 1,084 acre parcel¹ is located west of Cañada Road and north of San Mateo County's Huddart Park in the southern hill country of the Peninsula, once a portion of *Rancho Cañada de Raymundo* in the heart of a robust logging industry during the nineteenth century. Its western boundary is a forested ridge plainly visible from United States Interstate 280 to the east. This ridge and slope is the eastern portion of Kings Mountain of the Sierra Morena or Santa Cruz Range of Mountains (also referred to as the Skyline) and at 2,315 feet is the second highest point in San Mateo County.² Three major drainages run from the Mountain into West Union Creek.

The Phleger Estate includes redwoods, mixed evergreens and tan oak woodlands. The redwoods are mostly in stream corridors of canyons of the Skyline and also along West Union Creek. These trees include mostly second-growth redwoods, however, the lumberjacks did not take every one of the original sequoias, because a few old growth trees, obviously the more inaccessible ones, live in the upper portions of the property. The tan oaks grow on the moist slopes often between grasslands and chaparral. The canopy from these trees is dense.³

EARLY OCCUPATION

INDIAN PEOPLE

When the Spanish arrived on the San Francisco Peninsula in 1769, the land from present day Belmont, south to Redwood City, and from the Bay into the hills was occupied by the Lamchin local tribe of the Ohlone group of California Indians. Their region of occupation included today's Woodside, Huddart Park and the Phleger Estate. At this time of contact, mission records tell us that the Lamchin consisted of about 350 people. The padres spoke of the Lamchin as possessing four villages, Cchanigtac, Guloisnistac, Oromstac and Supichon. It has never been precisely determined where these villages existed.⁴

The Spanish moved most of the Lamchin to *Mission San Francisco de Asís*, where they

were made Christians, between 1784 and 1793. A few were baptized at *Mission Santa Clara* during this same period.⁵

Before being brought to the missions, it's likely that the Lamchin living in the Phleger Estate area existed the way most Ohlone people did (see Introduction and Sweeney Ridge portions of this study for more about the Ohlones). Certainly this particular place rendered rich food sources. There were small mammals, waterfowl, deer, elk and fish readily available, along with acorn and other key substances. However, the people suffered by having the fierce grizzly bear present.

Archeological investigation of the Phleger Estate has been ongoing since 1974. One site has been found, a substantial village, which included a large midden (refuse heap) with 15 bedrock mortars (for acorn grinding). This 30,000 meter area is located on property still held privately. The village may have extended into GGNRA lands.⁶

THE SPANISH

The first Europeans to encounter the great redwood forests of the Peninsula were the members of the Gaspar de Portolá party of 1769. After having discovered the San Francisco Bay from Sweeney Ridge, this military expedition turned south in an attempt to find a way around the estuary. It is possible that they camped on or near the Phleger Estate, as they made note of the great trees.

The next Spanish soldier to explore the valley was Captain Francisco Rivera y Moncada in 1774. He was charged with scouting for locations to place a *presidio* and a mission. The party most likely passed east of the Phleger Estate. Rivera recorded visiting five large villages that he had not seen when he was with Portolá, five years earlier.⁷

When Lieutenant Colonel Juan Bautista de Anza came through in 1776, also scouting for the mission and *presidio* sites, he wrote about the redwoods and their potential for helping the community at San Francisco with future needs.

Despite Anza's observations, the Spanish generally did not see the immense redwood trees as great resources to help with building their mission communities. Instead they largely made use of adobe for construction. The trees were so huge that harvesting them seemed too labor intensive.

RANCHO CAÑADA DE RAYMUNDO

After secularization of the mission lands, the property now called the Phleger Estate was (in 1841) granted to John Copinger, as part of his 12,545-acre *Rancho Cañada de Raymundo*.⁸ This massive portion of the central Peninsula included, in today's terms, the watershed area from Upper Crystal Springs Reservoir, south including nearly all of Woodside up to Portola Road and, roughly east from Cañada Road to the Skyline.

Within today's San Mateo County, Copinger was one of two non-Spanish or Mexican-born men to receive land grants during the Mexican era of California History (the other being American businessman Jacob Leese). Copinger was, in fact, born the son of Alderman John Copinger⁹ in Dublin, Ireland in 1810. There exists various tales about the man. Among them is one that he became a British Naval Lieutenant in the mid-1830s and in a dispute with his commanding officer threw a glass at him. He then deserted the Navy while his ship was anchored in the San Francisco Bay, near the little port of Yerba Buena.¹⁰

In 1836, Copinger became embroiled in California politics when he supported Sub-inspector of Customs at Monterey, Juan Bautista Alvarado, in leading a revolt against the Mexican appointed Governor, using the slogan: "California for Californians."¹¹ Down in Monterey, he served under Alvarado as a lieutenant and helped him defeat a small Mexican troop. Alvarado then became the new governor. Copinger travelled to the San Francisquito Creek area and joined Bill "The Sawyer" Smith and other non-Mexican drifters and whipsawyers to work among the redwood trees.¹² Such individuals were like Copinger, trying to find safe haven from authorities that might be looking for them.

Another story tells how Copinger found work with Doña Soto, the widow of Rafael Soto. Her father-in-law, Ignacio Soto, had been among the original California colonists with Juan Bautista de Anza in 1776. Rafael acquired *Rancho Rincoñada del Arroyo de San Francisquito* in the Palo Alto area of today. It could be said that if Copinger worked for Soto, then he married his boss' daughter -- Maria Luisa Soto (in 1839). As Maria's husband, Copinger became one of a number of English-speaking foreigners who would marry into Mexican families, allowing them increased access to the ruling elite in California.

This marriage, Copinger's record as a "war veteran" and his becoming a Mexican citizen all helped him to gain political favor. He also either converted to the Catholic religion, or was a Catholic already. Being a Catholic assisted him, also in 1839, to be appointed Justice of the Peace for "the Redwoods" by his friend Alvarado. His jurisdiction extended to the coast and made up about half of today's San Mateo County. The Governor then awarded him *Rancho Cañada de Raymundo* the next year.

In 1841, Copinger began building an adobe home at his *rancho* which he finished in 1842. It stood northwest of the present intersection of Kings Mountain and Woodside Roads, which became known as Adobe Corner. The Great Earthquake of 1906 destroyed this house. Nearby, in the Bear Gulch area, he constructed a grist mill and dam. Copinger became involved in lumbering operations on his *rancho*. Extraordinarily, according to Mexican government records of 1841, 100,000 board feet of wood were ready at the embarcadero near Santa Clara for export to the Hawaiian Islands.

It is presumed that most or all of this was logged on Copinger's *rancho*, all in the day before lumber mills.¹³

With the outbreak of the Mexican-American War in 1846, Copinger began selling off his land. The exact nature of the boundaries of *Cañada Raymundo* would haunt the new owners for years. As early as 1841, Francisco Guerrero, of Rancho Corral de Tierra fame, was brought in to settle a dispute between Copinger and his neighbors, the Arguello family of *Rancho de las Pulgas*. Guerrero found in favor of the Arguellos. Nevertheless, heirs of *Rancho Cañada de Raymundo* sold portions of the disputed land creating endless court cases, that were not truly resolved until the United States Congress stepped in and enacted bill HR11404 on January 19, 1914, "for relief of claimants of the Coppinger (sic.) Grant."

Copinger died in 1847. Maria then married another Irish seaman, Captain John Greer.¹⁴ Greer became somewhat of a local legend too. He laid out today's Cañada Road (1862) and sold timber rights to a variety of parties. As the Gold Rush started in 1849, one of these, entrepreneur Charles Brown, initiated a more productive logging industry by introducing a water-powered sawmill to the redwood country.¹⁵

As with all the *rancho* owners, Maria Luisa Soto Copinger Greer had to prove she owned her land grant after the Land Act of 1851 passed. Lengthy and costly legal proceedings finally ended in a patent issued in 1859 to her and her daughter,¹⁶ Manuela Copinger Greer. In 1867, Manuela married Antonio Miramontes who lived in the Portola Valley. He was the grandson of Candelario Miramontes, owner of the extensive Coastside *rancho* at Half Moon Bay.

FOREIGNERS IN THE REDWOODS

While Copinger may have been the most prominent, there was an amorphous group of foreigners in the redwoods during the Mexican period that lived on or in the vicinity of *Rancho Cañada de Raymundo*. Beginning with Mexican independence in 1821, California was opened up for trade, and ships from around the world visited here, bartering a variety of goods principally for hides and tallow. Life at sea could be difficult and cruel, so there is no wonder why some sailors deserted ship when anchored at Yerba Buena. It was hard to hide on the windswept northern end of the Peninsula, and so these former seamen hid out in the wooded mountains to the south.¹⁷ As deserters, their character on the whole was questionable, looked upon by most as drifters and, worse, criminals. The *Californios* were known to catch and return sailors to their ships, for rewards, but in the redwoods, except for a couple of round-ups, these fugitives seemed to have found protected refuge. Once his ship left port the chances of a man being captured were reduced to practically nothing. Among the deserters, themselves, they felt "no stain upon a man's character" for leaving a ship, since most were "maltreated"¹⁸ aboard their vessels. They seem to have been largely

English-speaking, hailing mostly from the United States but also from England, Ireland and Scotland. Probably, they never numbered more than about 50 individuals on the stretch of land radiating outward from today's Kings Mountain and Woodside Roads. They called the place "*Pulgás* redwoods."¹⁹

These men turned out thousands of feet of lumber using the simplest tools and techniques. Other foreigners made do by operating stills. Such alcohol making operations were ubiquitous throughout the lumbering countryside.

In matters of socialization, there were no English-speaking women in the redwoods. So, the sawyers naturally attempted contact with Spanish-speaking women. The attitude about such relationships among the *Californios* was generally favorable. The English-speakers were encouraged to become citizens of Mexico, and, provided they were or could become Catholic, some, like John Copinger, were even granted land.²⁰ The *Californios* had fascination for the ways of the foreigners and welcomed their business sense and opportunities they brought with them. Marriages cemented relationships and made for important political and business alliances.

According to Richard Henry Dana in his *Two Years Before the Mast* (1840), the first of the "*Ingles*" (as the Californians called English-speakers) to make inroads into *Californio* society were the shopkeepers and traders who arrived with the first ships in the 1820s. They were numerous at Monterey where they stood in the middle between the goods of the merchant ships and the hides and tallow of the rancheros. The *Californios* were mostly suspicious of the ships' captains, but the *Ingles*, who lived amongst them, had become Mexican citizens, converted to Catholicism and married into their families; thus they could be trusted.

Several of the most important men of the Peninsula made great progress by entering into marriage with local women. They include names already discussed in this study, such as John Copinger, James Denniston (who came to own *Rancho Corral de Tierra*) and James Johnston (the dairyman at Half Moon Bay).

The marriages, while acceptable to the *Californios*, were sometimes looked down upon by east coast Americans. In general, people from the United States held certain prejudices, about the citizens of Mexico. They felt them lazy, wasteful and immoral. They also derided their Catholic religion, holding their Protestant work ethic and other values superior to a religion corrupted by power-hungry priests in Rome. Also, very real to them was the concept that people of Anglo-Saxon background were racially superior to Latin Americans. For most of the early *Ingles* of the *Pulgás* redwoods, these types of prejudices were left on the ships they deserted.

By all accounts the first of the foreigners to see the giant redwoods and to enter into

the logging business was Bill “The Sawyer” Smith. He came on the Woodside scene in 1832 with his whipsaw and built a small shake cabin near Woodside and Kings Mountain Roads, close to where Copinger constructed his adobe ten years later.²¹ In 1834, Smith (also known by the *Californios* as Guillermo Esmit) married Josepa Saenz at Mission Dolores.²² The couple lived down the Peninsula, where Smith continued his logging activities.

Among the stories concerning this legendary character of the redwoods is one about him, and another sawyer named George Ferguson. One night in 1835, a grizzly bear rampaged through their camp. The next day they constructed a trap by digging a pit. That night a bear was caught, and they tried to crush it to death with a log. After this failed and the bear escaped, Smith went to Yerba Buena and purchased an old musket. The two men killed a steer when Smith returned and used it for bait. They shot three bears in the hours between sunset and dawn.²³

Perhaps the most well-known of the early *Ingles* of the *Pulgas* redwoods was Charles Brown. He was born in New York in 1814. He served aboard the whaler *Helvetius*, until the vessel visited Yerba Buena, in 1833, and he deserted.²⁴ He arrived in the Woodside area within the year. About 1837, he married one of the daughters of Antonio Garcia of San Jose.²⁵ Around 1839, he purchased a portion of *Rancho Cañada de Raymundo* from John Copinger. He raised cattle there and built an adobe home that still stands on private property, near the junction of Woodside and Portola Roads.

In June of 1838, a severe earthquake along the San Andreas Fault split the earth between San Francisco and Santa Clara. Brown later described how giant redwood trees rocked, some splintering into pieces, and others were thrown down hillsides. He also noted that adobe structures were cracked and ruined.

After the Gold Rush started, Brown was among the first to realize the potential of the redwoods in building the great city that was growing exponentially at the northern tip of the Peninsula. He is credited with building the first lumber mill in the *Pulgas* redwoods in 1849.

Brown’s first wife died in 1850. He then married Rosalia de Haro, a sister of the well-known de Haro twins, Francisco and Ramon, killed during the Bear Flag Revolt. Her father, Francisco, owned *Rancho Laguna de la Merced* in today’s Daly City area. He had also been an *alcalde* of Yerba Buena. Showing how common the marriages of the *ranchero*’s daughters to the *Ingles* had become, this also represented Rosalia’s second marriage. She had married August Andrews back in 1844.²⁶

The list of deserters finding refuge in the *Pulgas* redwoods and marrying *Californio* women goes on. Another example is Scotsman James Pease (also seen as Peace). He

jumped ship in 1835 and married Pedro Valencia's daughter, Guadalupe. They eventually had two sons, James and Antonio.²⁷

Probably the most influential of the *Ingles* in the Bay Region was William Richardson. This Englishman, born in 1795, was first mate on a whaler visiting San Francisco Bay. He decided to stay, became a Catholic and married Maria Antonia Martínez, daughter of the *presidio's* *comandante*, Ignacio Martínez. Mexican authorities made him Captain of the Port in 1835, and he is said to have built the first house at Yerba Buena, a canvas and wooden structure. He constructed a proper adobe house the next year. He is thus credited for founding San Francisco as a commercial center. As the hide-and-tallow trade increased in importance into the 1840s, the community at Yerba Buena Cove, about where the Transamerica Building is located today, gained activity. Richardson ran two schooners manned by Indian crews back and forth from Santa Clara. He specialized in selling grain, hides and tallow. He valued the grain at 20¢ per *fanega*, hides 12¢ each and \$1.00 for a bag of tallow. Richardson was also notable for receiving *Rancho Saucelito* across the Golden Gate.²⁸

Back in the redwoods, the population in the late 1830s and 1840s grew too. Increasingly, men from around the world ended up there. This included Englishmen Jim "The Corporal" and "Sergeant" Lewis, marines who deserted H.M.S. Sulpher in 1836.²⁹ They were joined by fellow countrymen Robert Livermore and William Swinbourn. Americans we know about included Henry Jubilee Bee, Billy Bonito, Hopping Jack and Black George. Juan Moreno (John Brown) was probably a Swede. French Joe was possibly French or Canadian.

As a group, American William Heath Davis remembered them as an increasingly "loose and roving lot," and poor credit risks.³⁰ Under Governor Alvarado, the *Pulgás* redwoods were raided in 1840, and authorities took those who could not produce proper papers to Monterey. In May of 1841 a second sweep of the *Pulgás* redwoods was made. Ten were caught including two Englishmen, two Germans, one Scot, one Canadian, one Swede, one Portuguese, one Irishman and one Frenchman. Interestingly, no Americans were picked up.

With the Mexican-American War (1846-1848), the discovery of Gold (1848) and the Gold Rush (1849), new types of pioneers began showing up in the redwood country. Irishman Dennis Martin came to California with the first wagon train over the Sierra Nevada in the winter of 1844-45. He had started out in Missouri with his father and brother as part of the Elisha Stevens party. They crossed over the mountains two years before the Donner Party attempted it. He was at Sutter's Fort for some time and then came to the Bay Area, where in 1849 he married Bridget O'Neill at the Mission in San Francisco.

The couple moved to the southern part of the Peninsula and, in 1850, bought a portion of *Rancho Cañada de Raymundo* at San Francisquito Creek from John Greer, who had just married Maria Luisa Soto Copinger. Martin became one of the more established members of the community. He built a sawmill and a grist mill. He also created St. Dennis Chapel, for some years the only place of worship on the Bayside between San Francisco and Santa Clara. Sadly, Martin became caught up in the legal land battle between the heirs of *Rancho Cañada de Raymundo* and the Arguello family, of *Rancho de las Pulgas* and eventually lost everything. He died destitute in San Francisco in 1890.³¹

Irish Presbyterian Captain John Greer is also different from the earlier foreigners. He entered San Francisco Bay with his ship *Wild Duck* in 1849 and noticed a forest of masts parked at Yerba Buena Cove. Some 700 ships were there, deserted by their crews who left for the Gold Country. After the *Wild Duck* dropped anchor, his entire crew, with the exception of a salt so infirm he could hardly walk named McEchin, followed the other sailors into the Gold Country. In the next year his fortunes were radically changed when he married John Copinger's widow, Maria Luisa, and settled down at their *Rancho Cañada de Raymundo*, in the heart of the thriving lumber country. They had five children together. Maria Luisa died in 1883 and John followed her in death in 1885.

THE LOGGING INDUSTRY AND THE BUILDING OF SAN FRANCISCO (CONTEXTUAL)

On January 24, 1848, James Marshall spotted something shiny in the American River while working on a mill for John Sutter. It was gold.

In part to justify the war with Mexico, that December, President James K. Polk displayed some eight pounds of California gold during his State of the Union address. The demonstration sparked the rush to the Pacific coast in the new year. San Francisco became a boomtown. It was the only oceangoing port on the California coast with access to the great river valley, which was itself only miles from the gold in the foothills of the Sierra Nevada.

Everybody (if not coming by covered wagon) and everything destined for the Gold Country stopped in the City first. Smaller ships and boats then completed the trip to jumping off places like Sacramento and Stockton.

The growth at San Francisco can be mostly described as frantic. Within two years of Polk's speech the population of San Francisco had jumped from a few hundred to 30,000.³² Even with the incredible influx of people, San Francisco existed as a place occupied by a largely transient population. Hence it has been referred to as a "place

without homes.”³³ The mostly male population did build auction houses, hotels, bath-houses, billiard rooms, boardinghouses, eating and drinking establishments, offices (buildings reaching up four stories), banks, groggeries, gambling saloons and brothels. By the end of 1850 this instant city, built around its wharves at Yerba Buena Cove, suffered four devastating fires, necessitating it being nearly completely rebuilt each time. Construction materials became of vital importance for San Francisco, and entrepreneurs focused on the *Pulgas* redwoods down the Peninsula.

Of all the woods available to San Franciscans, redwood was the best. It does not warp. It resists insect infestation. It contains no resins. It is beautiful as a finished product. Most importantly, it is very durable. As late as the 1890s, observers of early construction in California marveled how the 1820s, Russian-built Fort Ross, made of redwood, was still a solid structure. The earliest fences in San Mateo County made of this material were “still sound”³⁴ as well.

Redwoods were plentiful throughout the world millions of years ago. However glaciers and other massive changes in the earth’s history left just a few places on earth where they still existed by 1849.³⁵ Between the Oregon border and Monterey lay a 500-mile strip within the fog belt of coastal mountains that still could support these gigantic trees, many of which were, themselves, thousands of years old.

Within this strip, the eastern and western slopes of the mountain ridge running through the middle of the San Francisco Peninsula provided a perfect environment for the *Sequoia sempervirens*³⁶ to thrive. Five to 20 feet in diameter, they existed in great numbers in 1849, and were amongst the first of the natural resources to be exploited in California at the beginning of the American period of the state’s history. The few “old growth” redwoods that still exist on the Phleger Estate are counted among the last of their kind.

The first Spanish in the area, with Gaspar de Portolá in 1769, made note of the trees. Padre Juan Crespi wrote: “The coastal plains and low hills were well forested with very high trees of a red cedar not known to us. . . in this region there is a great abundance of these trees, and because none of the expedition recognizes them they are named redwood from their color.”³⁷

While the fathers at *Mission Santa Clara* were, as early as 1777, teaching neophytes lumbering techniques,³⁸ it was probably not until 1787 that the missionaries at San Francisco, in the midst of updating their building, began using lumber from down the Peninsula. That year the padres reported “a good-sized cutting of timber was made for the construction of the Church.”³⁹

As mentioned previously, lack of adequate tools and technology limited these activi-

ties. However, some of the huge trees were chopped down and then pulled to the mission communities by oxen. In part this laborious task made oak for doors and rafters more preferable for the traditional adobe buildings.

Early Spanish records tell us that the soldiers at the San Francisco *Presidio* became more aggressive about using the redwoods for construction than their mission neighbors. In the 1790s, army officers identified timber at “a distance of more than ten leagues”⁴⁰ as necessary for their needs. The padres supplied ox-teams and Indian ax-men to do the work under the supervision of soldiers. It is probable that the Spanish performed their cuttings at the most accessible point to the trees, at today’s Woodside and King’s Mountain Roads.

Still, it was hard work. The soldiers knew that even a small redwood was difficult to fell and transport. In 1792, the sergeant in charge of the operation complained of the great distance to the redwoods (30 miles), and “with luck the journey can be made once each week, and this not at all seasons of the year.”⁴¹ This represented a three-day excursion, as oxen dragged beams, hewn and adzed in the redwood country. Redwood boards were hardly called for, as they required the tedious process of sawing and splitting. For example, at the Santa Cruz Mission in 1818, six men worked six days to make just five 12-foot planks.

Nevertheless, in 1793, *Alta California* Governor José Joaquín Arrillaga ordered the *presidios* strengthened, citing the increased possibility of foreign aggression. The Spanish had lost a diplomatic standoff with the British at Nootka Sound in 1790. In 1792, British Captain George Vancouver visited California and witnessed firsthand the weakness of the *Presidio* at San Francisco.⁴² Soldiers at San Francisco trained young oxen and built huge carts to pull the logs to the tip of the Peninsula, where they were building the *Castillo*, a fortress overlooking the Golden Gate, sitting on a bluff later cut away to create Fort Point in the 1850s. (See Milagra Ridge portion of this study.) Lumber was also shipped up the coast from Monterey. In 1794, the garrison employed 23 yokes of oxen (46 animals) to haul the timber to San Francisco.⁴³

Evidently, 1797 was the year of most activity when 51 trips for timber were made between spring and winter. The mission records tell us that the padres provided both the oxen and the Indians for this work.⁴⁴ The trails made for these shipments became future roads. For example, Santa Clara Road (now Sand Hill Road) was the route to *Mission Santa Clara*.⁴⁵ The wood taken to San Francisco followed El Camino Real.

Of course, during Mexican times it was the foreigners that performed the logging activities in the redwoods of the Peninsula. They would generally work in teams of two men. To fill a typical order might take six weeks. The loggers would dig a pit and then fell a tree. They would then roll the tree over to the pit where it could be rested on

cross-logs. The partners then ripped the tree with a two-man whipsaw with one working on top and the other beneath. The whipsaws had serrated blades and were about six feet long. The sawpits were actually more like trenches, 20 feet or so in length and three feet wide and some eight feet deep. While a simple process, the sawpit style of labor was a great improvement over the Spanish adz and axe.

Another innovation of the foreigners was to not pull the lumber all the way up to San Francisco. There was a trail developed from *Cañada de Raymundo* to Redwood Creek at least as early as 1841. It is likely that the *Californios* used this trail to get their hides and tallow to schooners at Redwood Creek for transport up to San Francisco.⁴⁶ In 1841, a United States Exploring Expedition recorded encountering Americans at a landing loading redwood on to a launch.⁴⁷ There were also embarcaderos used by loggers further south where San Francisquito Creek empties into the Bay and yet further down at Alviso.

Thus a foreign work force, new technologies and a better transportation route allowed the redwood lumber industry to advance. As mentioned, thousands of board feet of wood were already being harvested from the redwood forests of the Peninsula, even before the Gold Rush had begun.

After it did start, demand for Peninsula redwood grew many fold. By the middle of the 1850s, the City's population stood at 50,000. Periodic fires ravaged the place, requiring considerable rebuilding efforts.

Meanwhile San Francisco builders found redwood an excellent material for constructing roads over marshy areas. Workers drove piles into the bay mud and laid down planks on top of them. These thoroughfares were near the wharves, economically, the most important part of town. They proved wide enough for teams of oxen, mules or horses to pass one another. During the 1850s it was estimated that such wooden roads cost \$70,000 a mile, putting considerably more pressure on the redwood market. City crews also built sidewalks from redwood.

Throughout northern California, redwood was found to be valuable in other ways. Fence posts, for example, were made from redwood. Famous cattle barons Charles Lux and Henry Miller used wood from the Peninsula to build their first fence in the San Joaquin Valley -- 68 miles long.⁴⁸ Redwood tanks for water, beer, wine and other liquid products became popular first in California, then in Arizona and New Mexico and eventually in places as far east as Milwaukee, Toledo and Detroit.

Nineteenth-century technology kept pace with the demand. Clear-cutting and environmental devastation occurred, but the loggers of those days lacked the sensitivi-

ties of later conservationists and environmentalists. The land and trees were natural resources meant to be used, almost as a patriotic duty -- nearly a religious mandate.

At first, those with logging experience from the east were stymied, like everyone before, by the size of the redwoods. They were used to trees of 12 to 24 inches in diameter, not 5 to 20 feet! Their three-foot long saw blades were just too small. Some of the lumbermen resorted to using five-foot long hand augers to drill holes into downed trees, packing the holes with dynamite and blasting the logs into pieces in order to get the wood to a size suitable for cutting.

The greatest advancement the loggers brought with them was the creation of mills -- at first water powered and then steam powered. Because of the immense size of the redwoods, the mills were actually built to follow the cuttings,⁴⁹ even if it took many weeks to clear a site suitable for the construction of the mill. The mills were setup downhill from the logging sites to allow for gravity to assist in moving the felled trees.

The water powered mills possessed a straight (up and down) saw or two that moved up and down. Steam mills and later gang mills allowed for utilization of circular saws, a great improvement.⁵⁰ After longer two-man saw blades and other improvements in their tools were introduced, it still would typically take a crew about seven days to cut down a redwood. Another few days were necessary to chop it into maneuverable lengths. Perhaps a day was needed to then get these pieces to the mill site.⁵¹

A mill's length of activity at a site was usually about five years. After the clear cutting process, when practically nothing was left standing, it was time to move on. For loggers on the eastern slope of the Kings Mountain area, this meant moving up hill toward the Skyline. In order to facilitate this move toward the higher locations, skid roads were installed. The lumbermen used these paths to drag the logs downhill with oxen. For parts of the road not overly steep, 12-foot long logs were placed across the road; these were skids. In order to move things along, the team leaders, called "bullwhackers" (sometimes "bull masters"), would have the skids greased with animal fat, by crew members called "grease monkeys." According to local historian Gilbert Richards, the fat could take on a particular odor and: "It was a common saying that on a hot day the logs could float down on the fumes alone."⁵² By the 1860s, this process had proven so successful that most of the eastern slope of the Skyline had been clear-cut and mills were moving over the summit to get at the trees on the west side. Logging was no longer the job of a sawyer, his partner and his whipsaw. It had become a mechanized big business.^{53,54}

As has been alluded to, Charles Brown built the first mill on the Peninsula -- a small one -- with just one up and down saw with an edger. Brown, who purchased his property from John Copinger, called his 2,800-acre parcel *Mountain Home Ranch*. This

land lay in today's Searsville Lake area between Alambique and Bear Gulch Creeks. The mill stood at Alambique Creek and today's Portola Road. The site is California State Landmark, number 478. Some local historians report its being built as early as 1847, but San Mateo County Historical Museum Director Frank Stanger found its construction as completed in October of 1849, when Brown placed an advertisement in the *Alta California* for a millwright, of whom he promised "liberal wages."⁵⁵ Stanger admits that "nobody seems to know where he (Brown) got his machinery."

As this mill was fully dependent on water power, it was only operational during a few months in the year, when there was sufficient enough water running down the creek to move the water wheel. After a year, new mill owners replaced this power source with a steam boiler and a forty-horsepower engine, another "first" for the Peninsula.

Dennis Martin might have been the first to build a mill, also near today's Searsville Lake, but this initial project was destroyed by a flood before it could go into action.⁵⁶ Almost simultaneous to the completion of Brown's mill, Martin had his second mill operational, with two saws, as opposed to Brown's one. This one, on Dennis Martin Creek, had sufficient enough water to power Martin's mill with more force and to do so for more months out of the year than Brown's. For three of its years, Martin had William W. Waddell manage the operations here. Waddell would later relocate to the Coastside and build a mill. A grizzly bear attack ended his life (see the Mori Point section of this study). Martin built a third mill, a "gang" mill, further uphill which possessed 26 saws. He operated this mill until 1856.

By 1853, there were 14 mills, carving up the redwood forest on the eastern slope of the Skyline.⁵⁷

Unquestionably, activity was brisk that year. One observer reported counting 50 wagons unloading lumber at the embarcadero that was becoming the town of Redwood City.⁵⁸

Nine years later, in 1862, this brisk business had hardly diminished. At Redwood City, during the summer, an average of 50,000 board feet of timber, 1,730,000 shingles, 108,700 fence posts and 152 cords of firewood were being exported weekly to San Francisco.⁵⁹ Up in the City the milled wood helped construct new wharves, bridges, more planked streets, barns, stores and houses. Once a City "without homes," it was now the city of redwood houses. The redwood used for the pilings at the embarcadero were indispensable to San Francisco's success as a port city.⁶⁰ Even as the accessible lumber became harder to harvest, milling operations continued throughout the nineteenth century. All told about 35 mills operated at one time or another on the east side of the Skyline.

The effect of this economic activity in the Woodside area was substantial. More people lived in the redwood country than anywhere else below San Francisco on the Peninsula. This was reflected in school attendance. When in October of 1859, the San Mateo County Superintendent of Schools counted pupils, he recorded 85 at Redwood City, the largest town in the County, but more than 200 were present in the lumbering districts. In fact the first San Mateo County group anxious to create a library, the Woodside Library Association, met in the redwoods that same year.⁶¹

The census of 1860 reveals 5,300 people living in San Mateo County, a 1,000 percent increase in population from that of 1849. In the meantime, that harbinger of nineteenth century progress, the railroad, was already planned for the Bayside, and by the beginning of 1864 a track was laid and functioning between San Francisco and San Jose.⁶²

With all this growth came a new type of entrepreneur to the redwoods. These individuals were not here just as exploiters of the forest. They came to make money, certainly, but they settled here as well. No better example of this type of pioneer is the legendary Dr. R.O. Tripp.

Tripp was born in New Port, New York in 1816. Orphaned, he grew up on his uncle's farm. He trained to become a dentist at Foxboro, Massachusetts, and practiced there until word of gold in California compelled him to come west. He and a friend, James Ryder, sailed to Central America in 1849 and booked passage to California. In San Francisco, he established a dental business, extracting teeth for four dollars each and plugging them for eight. The unethical practice of other dentists in the area are said to have soured Tripp on the profession -- plus he desired to live in a drier climate.⁶³ Tripp and Ryder entered into a partnership to cut logs in the Woodside area with William Lloyd, a blacksmith, and Alvinza Hayward, a bullwhacker from Amador County. Their aim was to provide lumber to build wharves at San Francisco.

In early 1850, the partners found the access to the Bay at today's Redwood City and started bringing lumber down from the mills. Tripp leased cutting rights from the owners of *Rancho Cañada de Raymundo*.

William Lloyd soon went on to become a farmer in the Searsville area. Alvinza Hayward eventually made a fortune in mining stocks and established a massive estate in San Mateo. In a horrific incident, Tripp's old friend, James Ryder, was severely mauled by a grizzly bear. He lived through the ordeal and left the area to move back east. He forever after was known as "Grizzly Ryder." Meanwhile, the name of the gulch where he had encountered the mother bear and her two cubs took the name "Bear Gulch."

That left Tripp, now 35 years old, without partners. In 1851, he entered into a new

arrangement with two shingle makers, M.A. Parkhurst and Parkhurst's partner, a man named Ellis. According to Tripp, Ellis "drank hard,"⁶⁴ and eventually moved on. However, with the 22-year-old Parkhurst, Tripp established a 12-year, productive collaboration.

In 1851 they opened a general store, the Woodside Store. (See next section for more about the Store.) Tripp became embroiled in local politics, in fact serving as a San Francisco County Supervisor before San Mateo County was formed. After San Mateo County did become established, the first raising of an American flag in the County occurred at his store on July 4, 1856. That same year he married his housekeeper, Emeline Skelton of Lexington, Massachusetts.

Tripp became the county's first "public administrator" in 1859. Later he continued his political career by assuming the position of postmaster in the Woodside area during Republican administrations. Parkhurst, too, was a pillar of the community. He was a charter member of the Woodside Library Association. Sadly, he died a young man in 1863.

Tripp and Emeline continued to run the store and built a house across the road. They had one daughter live to adulthood, Addie. Emeline died in 1883, but Tripp lived until 1909, and ran the store as a 93-year-old. With his death, Addie closed the Store.⁶⁵ It is now open to the public as a museum at the intersection of Kings Mountain and Tripp Roads.⁶⁶

The lumber business certainly left its mark. After the accessible redwoods on the eastern side of the Skyline had been taken, loggers moved to the summit of Kings Mountain and then over to the west side. By 1890, nearly all the old growth redwoods had been taken in San Mateo County, except for those surviving at the headwaters of the Pescadero and Butano Creeks, far to the south on the Coastside.⁶⁷ Any left on the Bayside were basically thought to be "inaccessible".⁶⁸ By 1900, nearly all the mills were gone, even those that had been cutting up the new growth redwoods or other kinds of trees. Although there was terrific demand for lumber after the 1906 San Francisco Earthquake, most of the wood necessary for the rebuilding of the City came from the large mills up in the Pacific Northwest.⁶⁹

LOGGING AND OTHER ACTIVITIES IN THE VICINITY OF THE PHLEGER ESTATE

There are three mill sites that supported five separate redwood logging operations on what is now called the Phleger Estate. All were in the vicinity of West Union Creek. Streamlets high up Kings Mountain run into it as it heads northeast then southeast

down *Cañada Raymundo*. The waters eventually drain into San Francisquito Creek and then meander into San Francisco Bay.

Willard Whipple is the name most associated with the history of the area, since busy Whipple Avenue in Redwood City is named for him. The thoroughfare was originally called Whipple's Mill Road because of the lumber he hauled on it and then Whipple Road, before its current appellation, Whipple Avenue.⁷⁰

Whipple was born in New York, around 1803. He married Elizabeth Hayes in 1824 and followed his parents by entering into the Mormon Church. It is thought he left the Mormon settlement at Nauvoo, Illinois in 1844, and then came to California.⁷¹

That his politics were pro-North, as the Civil War approached, is evident in his naming the Creek of which he is associated: "Union Creek." As the stream flowed between his two mills, he originally referred to sections of the Creek as "East Union Mill" and "West Union Mill". Common usage, however, designated the "Upper Mill" as the western site and "Lower Mill" as the one to the east. The Creek itself simply became West Union.

Whipple originally got into the redwood business in the Woodside area when he, with Isaac Branham and a man named DeHart, built a steam-powered mill at the site of Charles Brown's mill at Alambique Creek. Whipple, with a previous partner, had evidently brought a steam boiler around Cape Horn. It may have been the first on the Pacific Coast.⁷² It was certainly the first on the Peninsula.

Whipple made it his business to deliver logs to this mill, charging his partners \$25 per thousand board feet. He eventually bought out his companions and made enough with this mill to build two new mills on West Union Creek.

Before the buyout, with his associates, in July of 1852, he leased rights to log trees to the north and west of his original mill, including land all the way to the summit of the mountains, from John Greer of *Rancho Cañada de Raymundo*. These lands included the property known today as the Phleger Estate.

After establishing full control of his logging operation, he developed roads to connect his mills together and to reach the embarcadero at Redwood City.

The road leading from the Lower Mill to the Upper was substantial in comparison with others of the day. It included two log-and-plank bridges with concrete abutments for support. The road was used for transporting goods and men back and forth as well as serving as a skid road. Lumber from the Lower Mill was hauled north to the Upper one.

Lumber from both was then transported northeast to the embarcadero at Redwood Creek. This road to the embarcadero began at the Phleger house site, down its driveway, then down today's Edgewood Road and continued northeast, to Whipple Avenue. In those days this route (Whipple's Mill Road) would have basically followed Cordilleras Creek Canyon, across flatlands to the waterfront at Main Street in present Redwood City. In total, this was about a 5.5-mile trip. Once at the embarcadero, the wood was prepared for shipment to San Francisco.

In addition, Whipple built a second road linking the mills on the east bank of West Union Creek. There was also present a variety of skid roads stretching up the canyons and gullies to reach the redwoods. Remnants of at least two of these subsidiary linkages are still visible today.⁷³

Another entrepreneur, named Richards, built a mill just over the summit of Kings Mountain off Phleger property, but Richards' Road to the embarcadero did run through today's National Park land. About 1853, Richards constructed his milling operation near today's Old Ranch Road off Ware Road about a quarter mile west from Skyline Boulevard.⁷⁴ The property, which included a steam mill, had an assessed value of \$10,000.⁷⁵

Richards' Road was a skid road to the Redwood City embarcadero. It was about nine feet across, and headed southeast from the Richards' mill down Skyline Boulevard for about a mile. It then turned east down the mountain and, presently, separates the Phleger Estate from San Mateo County's Huddart Park. At West Union Creek, the road intersected Miramontes Trail, at the site of the Lower Mill. It then continued southeast along Greer Road and then Kings Mountain Road, passing the Woodside Store, and then down present Woodside Road (originally called Pescadero Road) to the embarcadero. It is possible that Whipple also used this route to get his lumber to Redwood Creek from the Lower Mill.⁷⁶ In the late 1850s, Richards' mill went through an ownership change and came into the hands of C.H. Lapham for some years.

Whipple built his Upper Mill maybe a little before, perhaps simultaneously with his construction of the Lower Mill in late 1852. Both the mills were steam powered. The Upper Mill sat at the site of today's Phleger House (now owned by Intel-founder Gordon Moore). Most probably all the lumber from this mill moved down Whipple's Road to Redwood City. The Lower Mill was built a mile northwest of the Upper Mill, down West Union Creek, a little north of McGarvey Gulch.⁷⁷

At first, the only semblance of a community place for the logging country was R.O. Tripp's and M.A. Parkhurst's Woodside Store. Their first store was built in 1851 on 126 acres at the present junction of Kings Mountain and Tripp Roads.⁷⁸ They replaced it with a larger one in 1854. It was for years the only general store between San Fran-

cisco and San Jose on the Bayside. In those early days the Store served in a variety of ways. Besides being an emporium of goods for the loggers and farmers in the area, it functioned as a bank, post office, library and dentist office. Tripp himself was a community icon, as the only dentist for many miles around, and as the postmaster, and as a politician.

The Store was sort of a transportation hub. Stagecoach service to Redwood City was initiated as early as 1852. By 1853, three stages a week left the Store for San Francisco. Not long afterwards the service became daily for this six-hour ride. From the Store stages also reached Pescadero. When it came time for that far off coastal town to establish its own general store, proprietors John Bidwell and J.N. Besse purchased their original stock from Tripp and Parkhurst in 1856.⁷⁹ Quite probably the only reason the Store did not become the center of a proper town was the reluctance of its owners to sell any of their surrounding property.⁸⁰

The closest community after the Woodside Store, going south, was at Searsville. Here, in 1854, John Sears opened an inn at the present day junction of Sand Hill and Portola Roads. It soon achieved the reputation of a rough place because of the drinking, gambling and brawling that went on there.

After Whipple got his Upper Mill going, a third community developed east of his operations called West Union, after the Creek. However, Whipple did not stay in the community for long.

In 1855, two bad accidents struck his mills. The first was a boiler explosion at the Lower Mill. It killed the engineer and severely scalded the fireman. Within that same year, a fire damaged the Upper Mill.⁸¹ Evidently, Whipple found these happenings disconcerting, and he decided to give up his work on West Union Creek.⁸²

However, his days as a logger were not over. In 1861, he went off to Yolo County with twelve wagons drawn by nearly 100 oxen. He had with him a complete sawmill and all the necessary equipment. Yolo silver mines needed timber, and he was never one to shy away from an opportunity. He died on March 10, 1873, and is buried in the Union Cemetery (of course) in Posey, Indiana.⁸³

After the fire, the Upper Mill fell into the hands of John Greer who had leased the property to Whipple to begin with. Greer rebuilt the mill and improved it by adding a circular saw. The total cost was about \$6,000. In 1858, he moved the mill a mile southwest up one of the small streams that feed into West Union Creek. This second site (off Lonely Trail on the Phleger Estate⁸⁴) also fell victim to fire. However, the machinery survived. This mill operated until 1872. Two years after Whipple's boiler explosion, Daniel Jagers acquired 250 acres of *Rancho Cañada de Raymundo* that

included the wrecked Lower Mill. By 1858, he had built a shingle mill on the site of the original mill. He also ran about four dozen head of cattle on the property. The mill operated sporadically. For example, it was down in May of 1858, but started up again in December.

The community at West Union began as a logging town for the workers of Whipple's Upper Mill. After awhile Lower Mill employees also lived here. Perhaps as many as 40 men (some with families) called themselves residents. As the years went by, prospectors who had given up in the Gold Country, got the idea of becoming farmers and also dwelled in the vicinity of West Union.⁸⁵ At its peak the community included a store, schoolhouse, saloon, water tower and a scattering of houses and barns.⁸⁶ It existed at today's Cañada Road between Edgewood and the water Department Boundary line.⁸⁷ Most of it was east of Phleger property although a structure or two might have extended into present National Park land. The place was called West Union after the creek, and the presence of the schoolhouse allowed the area to be designated the West Union School District for a far longer period of time than the life of the "town".

John Greer donated land for the building of the original schoolhouse.⁸⁸ County records reveal that 72 children were enrolled within the West Union School District in 1859. Exactly where they went to school is up for conjecture since the community did not get around to completing a schoolhouse (costing \$600) until May 7, 1861. Robert Greer, John Greer's brother, spearheaded this project. He went on to become superintendent of San Mateo County Schools.⁸⁹

The building stood at the site of present stone gates at Edgewood and Cañada Roads. It measured 23 feet by 38 feet and is said to have been able to seat as many as 100 students, although that seems crowded. Its first teacher was Michael Kelly of Woodside.⁹⁰ On the morning of March 30, 1876, pupil Charles Knights discovered the building on fire. It was completely destroyed.

Until a new school could be constructed, Jacob Kreiss provided space at his place so the local children could continue their education. Kreiss was an immigrant from Alsace, France. He had created an orchard and a vineyard in the West Union area.

By April 14, 1877, the community had a new school house. This one sat on the east side of Cañada Road at the present PG&E substation. The land was donated by heirs of the Arguello family (of *Rancho de las Pulgas*). According to County records of 1878, the West Union School District had 27 children between the ages of five and seven (18 boys and nine girls). Of these all were "white" and 24 of the 27 had attended school that year. There were an additional nine children, all "white," who were under five.⁹¹

The school year at West Union ran eight months. Its teacher, Alice Felt, was paid \$60

a month. The total annual budget for the District was \$455. Its total valuation of property came to \$495. The trustees for the District were Thomas Knights, Antoine Miramontes and Jacob Kreiss.⁹²

According to local old timers, the schoolhouse was still standing as late as 1912, on what locals called "Schoolhouse hill."⁹³ In 1918, the West Union School District was absorbed into the San Carlos District.

Clearly, as lumbering activities on the nearby hillsides declined, so did West Union. San Mateo County historian Dr. Frank M. Stanger, the foremost expert on the San Mateo County lumber industry, explained that by 1870: "...John Greer and his predecessors had...cut all the good redwood timber"⁹⁴ in the vicinity of West Union. A second wave of activity occurred in the cutting up of firewood. Stanger tells us that in general most of this work was conducted by Chinese laborers. In an 1870 contract, 50,000 cords of wood, chopped up from 1,059 acres of *Rancho Cañada Raymundo*, completed the clear cutting in the area. By the late 1870s, two area wineries employed some people that augmented the shrinking economic activity in the West Union neighborhood.⁹⁵ Nevertheless, the *Times Gazette* of December 11, 1886, made it sound as if the community were dead, if not close to expiration:

*Years ago a little cemetery was located at West Union, 5 miles north of Woodside. As the settlement of West Union declined in population and importance this burial place was not only disused, but abandoned. Neglect was followed by the usual dilapidation and defacement. Only one body has been removed from the cemetery, that of a young man named Alexander McDonald, killed while logging in the woods many years ago. The removal was made by undertaker Crowe Saturday, the remains being sent to San Jose. The land has come into the possession of some Italians who propose to use it as part of a vineyard.*⁹⁶

By 1910, the clear cutting on the eastside of the Skyline had been complete. The vineyards in the vicinity of West Union were largely out of business. Most of the residents by this time had torn their houses down, loaded the salvageable materials into wagons and moved to Redwood City. No standing structure is left of the community of West Union.⁹⁷

As far as reminders of the logging industry on the Phleger Estate: there are some features still visible. At the Whipple's Lower Mill site, stone foundations can be seen through grass and brush. At Greer's second mill (the reader may remember he moved Whipple's Upper Mill up the hill to the southwest) particles of boiler and brick can be detected. Richards' Road is still present as a hiking trail. From Whipple's Lower Mill Road, a visitor can make out concrete abutments that supported two bridges. At least two subsidiary skid roads can be partly seen. An iron property maker, most likely

indicating a corner of land owned by Jacob Kreiss and A. Bassetti plus other artifacts associated with their occupation, are present as well.⁹⁸

HISTORIC SIGNIFICANCE OF THE MILLS ON THE PHLEGER ESTATE

What is the historic significance of logging activity at West Union? Local lumber industry historian, Ken Fisher, has worked for years studying the redwoods of San Mateo County and their utilization. He points out that the West Union mills were constructed and in operation relatively early in the logging history of Kings Mountain and the coastal hills, but they were not first. They were small and inefficient compared to those established later that cut trees on the western slopes. The wood from the early mills on the east side - - both boards and shingles - - was to a large extent used for local construction at Redwood City and not just for use in San Francisco. Nearly all the wood taken from the western slope was shipped to San Francisco for construction there.⁹⁹ Thus the mills at West Union were neither the first nor the most significant in the history of the Peninsula's logging activities.¹⁰⁰

AGRICULTURE AT CAÑADA DE RAYMUNDO

EARLY PIONEERS (CONTEXTUAL)

Even while the logging industry was at its height, old Rancho Cañada de Raymundo was being occupied by ranchers, farmers and vintners. The December 15, 1860, edition of the San Mateo County Gazette reported:

*The “Canada” is being fast settled up. New houses are seen here and there throughout its extent, put up by families newly arrived, and clearings, where needed, are also being made, the open or less wooded lands being mostly occupied, having been the first to be taken up. Some of the more opulent citizens have selected the more picturesque locations, and have erected fine cottage residences. The grounds of these are being beautifully ornamented. In time, not long hence, the valley will be populous, and those who have appreciation of the beauties of nature, and the advantages of soil and climate, cannot find a locality more desirable.*¹⁰¹

In 1878, when Publishers Moore and DePue produced an *Illustrated History of San Mateo County*, the eight residents of *Cañada de Raymundo*, listed as patrons of the effort, were either farmers, dairymen, stock raisers or teamsters, or some kind of combination of two of these, except one, J. Edalgo, who listed himself a little differently -- as farmer and butcher. He recorded his “nativity” as “China,” claimed to have arrived in California in 1849, and San Mateo County the same year, and reported owning 30 acres of the valley. Remarkably only two of the nine had been born in the United States. T.J. Blackwell (farmer and dairyman) hailed from Virginia, came to California in 1850 and settled in San Mateo County in 1865. J.S. Dickey (farmer and teamster) was from Pennsylvania, came to California in 1851 and was in San Mateo County by 1852.

Indicative of their important presence throughout the Peninsula, three of the nine were from Ireland. M. Bryne (farmer and stock raiser) came to California in 1851 and San Mateo County in 1856. M. Casey (farmer and stock raiser) came to California in 1856 and San Mateo County the same year. A. McCormick (farmer with 30 acres) came to California in 1849 and San Mateo County in 1855.

One of the nine was a *Californio*, Owen Miramontes -- who also possessed the most land -- 1,500 acres. Jacob Kreiss (farmer and teamster) was, as mentioned previously, from France and held 150 acres, some of which may have extended onto present Phleger Estate property.¹⁰²

A family whose farm also extended into the vicinity of Phleger property were the Swifts. Their house sat west of Cañada Road near Whipple’s Mill Road. Although not

listed in the *Illustrated History*, the Swifts achieved some prominence. They were here early -- in the 1850s. James Swift was born at West Union in 1862 and went to work as a printer for the *San Mateo County Times-Gazette* in Redwood City in 1876. He rose in the newspaper business, becoming the editor of the paper when it became the *Redwood City Democrat*. Eventually he came to be owner and publisher. This influential Peninsulan counted Fremont Older, the publisher of the *San Francisco Call-Bulletin*, among his friends.¹⁰³

Another prominent family, not listed in the *Illustrated History*, were the Knights whose property existed on the northwest corner of today's Cañada Road and Raymundo Drive. Simon Knight was the famed stage coach entrepreneur who ran a service from Redwood City to Pescadero. He grew up in Searsville. At his *Cañada* property he built a house with a wine cellar, a barn and a corral.¹⁰⁴

Two other well-known families close to the Phleger Estate were the Lockers and Browns. Both came to "the Cañada" in the late 1870s and had "town" residences in Redwood City. On their country properties they built homes, barns and a water tower. Robert Brown was particularly well-known in Redwood City as a home builder. He hailed from Scotland.

THE VINTNERS

Besides traditional farming and stock raising, *Cañada Raymundo* lands saw the development of a wine industry. In fact, vineyards were planted as far north as the Crystal Springs Valley and as far south as the present Town of Woodside.

Activity in this enterprise began in 1853 when Agoston Haraszthy purchased two 320-acre tracts of land just north of today's Highway 92 at the causeway separating Lower and Upper Crystal Springs Lakes. Here on the northeast face of the hill, he built a house and barn, cleared away chaparral and in March of 1854 planted 30 acres of grapes, including Zinfandels and Muscats. He also planted 20,000 fruit trees, strawberries and grain. He even raised cattle on the property.

Haraszthy had originally come to the United States in 1840, fleeing political persecution in his native Hungary. Born in 1812 of noble heritage, he was the only son of General Charles Haraszthy. He followed his father into the military, retiring as a colonel. He then worked as secretary to the viceroy of Hungary. His deep commitment toward creating an independent Hungarian state made him an unwelcome person in the court of the Austrian emperor. However, he kept active in the Hungarian Diet, making enough trouble to force him out of the country.

He first settled in Wisconsin, where he founded Town Haraszthy, now known as Sauk City. He successfully engaged in a variety of businesses there, including starting the

first hop yard in the state. The lure of the Gold Rush brought him to California in 1849. At first he settled at San Diego, where he served as sheriff for awhile. In 1851, he moved up to San Francisco.

Haraszthy at first thought he had purchased government land at Crystal Springs, but in 1854, his properties were proven to be part of the Sanchez family's *Rancho Feliz*. He kept 385 acres by buying from the rightful owners and then bought another 645 acres from them in 1856.¹⁰⁵

However, by January of 1857, Haraszthy had determined to transfer his wine-grape-growing center from the Crystal Springs Valley to Sonoma County. He felt the Valley's climate to be too damp because of the frequent fogs. He had his son, Attila, move grapevine cuttings from Crystal Springs to his new place, he called Buena Vista. He quickly developed this vineyard into California's first large-scale grape growing operation.¹⁰⁶ Haraszthy is therefore regarded by historians of the state's commercial wine industry as among its most important founders. Nineteenth-century historian H.H. Bancroft refers to him as the "father of viniculture in California."¹⁰⁷

While Haraszthy gave up on his San Mateo County winemaking, south of his Crystal Springs land, on old *Rancho Cañada de Raymundo*, locals found the fog less a problem and achieved some success. Among them was Frenchman Jacob Kreiss.

Kreiss had spent some time in the gold fields, but, by 1864, he and his brother Michael had settled in San Mateo County. Michael founded the Pioneer Brewery in Redwood City, while Jacob purchased his property in the vicinity of West Union. His lands eventually stretched out from today's Edgewood and Cañada Roads for 600 acres. Another 150 acres existed northeast from West Union Creek adjacent to Whipple's Lower Mill.¹⁰⁸

He grew wheat and other crops on his property, plus he had orchards of peach and apricot trees. He also planted a vineyard on what he named the "Upper Meadow." After the grapes proved to be suitable for wine making, he built a winery, probably some 500 feet west of today's Cañada Road beyond a double row of Eucalyptus trees.¹⁰⁹

According to a publication called the *Resources of California*, by September of 1892, Kreiss' 750-acre ranch, "of which 150 acres are well-improved," included an orchard of 200 trees, piped-in spring water, "houses, large barns, stables for stock, granary, carriage house etc..." Interestingly, no mention was made of vineyards or the winery. Locals have it that the winery burned down around the end of the 1800s.

Kreiss died in 1898 in a hunting accident. The family kept the property until at least 1909, according to an official San Mateo County map.¹¹⁰

By the 1880s, there were quite a few winemakers on old *Cañada de Raymundo*. Most of these sold their wine in bulk -- by the barrel or jug -- to distributors primarily in San Francisco.¹¹¹

The early vintners usually made wine as a sideline. For example, in 1882, J.K.G. Winkler, the Woodside town blacksmith (by this time a village was growing at today's Cañada and Woodside Roads that would become the Town of Woodside), had a 13-acre vineyard. By 1887, Winkler had developed a good local reputation for his claret.¹¹²

According to the *San Mateo County Times Gazette* of May 23, 1885, Dr. Tripp had five acres of grapes. He actually bottled his wines under the label "San Mateo County Pioneer Brand," with a drawing of a grizzly bear on it, perhaps taken from the logo of the California Pioneer Society. Tripp sold the product at his Woodside Store. Remnants of his winery still exist on private property adjacent to today's Woodside Store Historic Site. The *San Mateo County Times Gazette* in the same article listed others growing grapes for wine: B. Halliburton (nine acres), Chris Johnson (16 acres), L. Blenchar (eight acres), William Halsey (five acres) and William Hacker (six acres).¹¹³

Closer to the Phleger Estate, a firm from Salt Lake City called Billings and Sickert had begun operations in 1885. The *San Mateo County Times Gazette* article identified this as a substantial enterprise, with 200 acres containing 800 vines to the acre. Billings and Sickert had purchased their property east of Cañada Road, near present Woodside Road, for \$40 an acre. They held another 200 acres ready for future plantings. These winemakers shipped their product in bulk to Ben Lomond where they had a plant for aging and bottling.

Across the Road from Billings and Sickert, Louis Altschul had a ten acre vineyard on his 200-acre farm in 1855, but gave up wine-making two years later.

Probably the best of the early San Mateo County wines came from Emmet Hawkins Rixford's La Questa Winery. He purchased 40 acres of *Rancho de las Pulgas* property in the western portion of the present Town of Woodside in 1883. That same year he encapsulated much of what he knew about wine making in a book entitled *The Wine Press and the Cellar*, which gained attention as a highly regarded work. Here was a serious viticulturist. He had studied the winemaking of Chateau Margaux and planted cabernet sauvignon, merlot, malbec and verdot grapes. Many of the vines were imported directly from France. By 1892, he had 7,000 of these vines growing for both wine production and for table grapes.

Rixford bottled his wines. The La Questa cabernet sauvignon became one of the most prized wines in California. In 1905, it won a silver medal at the Lewis and Clark Centennial Exposition in Portland, Oregon. Later, in 1915, it won gold at the Pacific-

Panama International Exposition in San Francisco. It even competed and won medals in France.

As on the Coastside, on the Bayside Italians began to make their appearance on the scene in the 1880s. The Mediterranean climate, soil and general conditions of old *Cañada de Raymundo* were well suited to their agricultural skills which included viticulture.

Perhaps the most well-known of the Italian wine growers on the local scene was Charles Scalmanini of San Francisco. On lands formerly owned by the Miramontes family, he had a substantial operation underway by 1882. Apparently he had purchased a total of 1,700 acres for a low price at a sheriff's sale.¹¹⁴ Much of the property existed in the area just southeast of the Phleger Estate with some overlap possible. On June 18, 1887, the *Times Gazette* noted Scalmanini's Capella winery had 75 acres of vines. In the *Winegrowers Register of 1889*, it had him as owner of 82 acres of Zinfandel, Burgundy and Malvoisie grapes. For years the Capella winery was very visible from Cañada Road with its large brick building situated against the side of the hill leading up to the Skyline.

Apparently the building was destroyed about 1908. William Bourn came to own the Spring Valley Water Company that year. The Company, during 1908, decided to close its lands to commercial farming. The Capella vineyard was on Spring Valley property and was thus abandoned. Besides the brick building other improvements were destroyed as well.¹¹⁵ Evidently the Scalmanini family stayed active in the community as proprietors of the Pioneer Livery Stable in Redwood City.

Close to the Kreiss property, G.B. Cevasco (also spelled Cervasco by various authorities) owned acres that were used for growing grapes for wine. This Italian pioneer lived in San Francisco and published a weekly newspaper in Italian called *La Voce del Popolo* ("Voice of the People"). According to the *San Mateo County Gazette* of May 23, 1885, Cevasco was actually leasing his vineyard of 30 acres to a Portuguese, John Cunha. However, in 1890, Cesar and Theresa Lodi came to work for Cevasco at his winery. It is thought that this winery burned down, and some of its ruins may remain on San Francisco Water Department lands today.

Just south of Cevasco, another Italian of San Francisco, B. Frapoli, had a 40-acre vineyard. Also nearby, a Captain Bruno had a small vineyard on a quarter acre. A parcel of the Kreiss ranch was sold to A. Bassetti sometime at the beginning of the twentieth century; it is surmised he was a winemaker too.

By 1900, San Mateo County was at its peak in wine production with about 1,000 acres of commercial vineyards nearly all located in the Woodside area, and with the concen-

tration of activity within the Old *Rancho Cañada de Raymundo*. Phleger Estate land at one time or another was touched by the winemaking activities of Frenchman Kreiss and Italian vintners Scalmanini, Cevasco, Frapoli and Bassetti (and perhaps others).

After the turn of the century, the wine business of San Mateo County declined. As mentioned, the policy of the Spring Valley Water Company after 1908 was to discontinue commercial farming of any kind on its properties, ending winemaking on the north end of *Cañada de Raymundo*. Prohibition (1920-1933), of course hurt the industry. Some of the winemakers tried to stay alive by selling grapes to local residents so they could make their own wine. E.H. Rixford successfully kept going this way. He died in 1928, and his sons, Halsey and Allen, managed the business. Nevertheless, only 54 acres of vineyards remained active by 1936, and by 1945, the land dedicated to grapes decreased to 39 acres.

The Rixford's La Questa was said to be the only winery to reopen after Prohibition. Even this venerable old firm succumbed in 1945, however, when a major portion of its land was subdivided for housing in what was becoming middle class, suburban Woodside. Three acres of La Questa still grow grapes for winemaking in Woodside, on the vineyard of Bob Mullen's Woodside Winery.

Remnants of the wine industry can be found on or near the Phleger Estate. The burned out winery on the eastern edge of the property might have belonged to Jacob Kreiss or G.B. Cevasco or it may be one in the same.

THE PHLEGER ESTATE AS IT RELATES TO SUBURBAN SAN MATEO COUNTY (CONTEXTUAL)

When Herman and Mary Elena Phleger bought their estate in 1935, they were representative of the tail end of a suburban phenomenon for the Peninsula. They had joined an elite group who had made San Mateo County a suburb. Since 1864, when the San Francisco-San Jose Railroad became the first commuter railroad west of the Mississippi, the great capitalists of California, doing their business behind their desks in San Francisco (the "imperial" city of the West Coast), made the Peninsula their suburban retreat. The ramifications for San Mateo County, the first railroad suburb west of the Mississippi, were enormous.

Today, the built environment of San Mateo County is largely the product of suburban development from the era after World War II. In 1940, the County's population stood at 112,000. Within 30 years, it grew nearly fivefold to 555,000 (the 2000 census places the number at 707,000). During the 30 years that included World War II and the postwar boom, the mass construction of housing and the infrastructure necessary to support all the new people coalesced into the Peninsula familiar to us at present. By

1970, the housing, commercial centers, patterns of roads and highways, and institutions (like hospitals, government centers, libraries and schools) were all in their places and recognizable to us today.

The developers of this 30 year period had the most profound impact on the built environment of the Peninsula in its history. However, the “California Dream” they sold was based on the creation of the area as a suburban retreat a century before, with the estate builders of the railroad era.¹¹⁶

One must realize that the history of the Peninsula as a suburb begins with the possibility of a commute. Starting with the San Francisco-San Jose Railroad, convenient transportation made the commute into San Mateo County possible for the first time. Another aspect to consider about this history is that suburban living was not possible for everyone. In the beginning, only the elite could manage it. This was by no means extraordinary. The pattern was already established on the East Coast, where America’s rail suburbs began.¹¹⁷

Generally speaking, railroads made possible the idea that the suburb could be a desirable place to live. Throughout history, up until the building of the railroads in the nineteenth century, areas outside the cities were for the lower classes. Because of the lack of transportation, the wealthiest citizens of major cities in Europe and the United States desired to live as close as possible to the urban core, where business, government, culture and entertainment were centered. The railroad changed all that, especially for Americans. As the tracks extended from industrializing cities such as New York, Boston and Philadelphia -- the American upper classes desired to lift their families out of the squalor of such cities and deliver them to the healthier confines of rural life in a new suburban way. The railroad made a comfortable and rapid commute possible. The elite of America’s industrializing society made use of it and established their estates and exclusive communities in the country.

On the Peninsula, these upper crust original suburbanites tended to be opulent in the way they created their estates. The first among them were the Howards, who actually arrived before the train tracks.

W.D.M. Howard was born in 1818 in Boston. He went to sea at the age of 16 and ended up at Yerba Buena in 1839. During the 1840s, he formed a partnership with Henry Mellus. The two reportedly bought out much of the stock of the Hudson Bay Company’s holdings at San Francisco, which set them up as premier merchants after gold was discovered in January of 1848. Howard became one of the leaders of the developing town. In 1847, he was elected to the first city council, and in 1848 he is credited with building San Francisco’s first brick building. The partners’ business grew beyond the

City. They established branches of the Howard and Mellus mercantile firm in Sacramento, San Jose and Los Angeles.¹¹⁸

In the midst of the hostilities between Mexico and the United States, the partners purchased *Rancho San Mateo* from Cayetano Arenas of Los Angeles for \$25,000 -- about \$4 an acre. This 6,000 acre parcel was small as land grants went, but the property was prime. It included today's south Burlingame, Hillsborough and San Mateo north of San Mateo Creek.¹¹⁹

In 1849, after a whirlwind romance, Howard married 16-year-old Agnes Poett, who was stranded at San Francisco with her family as the crew of their ship had run off to the Gold Country. Howard must have been happy to find a wife in Gold Rush California, where women were scarce. Agnes must have been pleased to marry a rich man.

In 1850, Howard decided to own *Rancho San Mateo* by himself and bought Henry Mellus' share. He continued to be an important personality in the City, but as the years went by, he spent more time at his *rancho*, involving himself in projects such as introducing the first purebred cattle to California: bulls Orion and Harold IV, with five cows. At some point, Howard decided to make San Mateo a showcase estate for Agnes and himself. However, at the age of 37, he passed away in 1856. Lost in history is the exact account of how the magnificent home that dominated the estate came into being. The 23-year-old widow married her dead husband's brother George, and he continued the improvements. George may have been the mansion builder. The great house was called "*El Cerrito*" for the little hill it was built upon (later referred to as "The Mound").¹²⁰ George died in 1878, and Agnes married a third time, to Henry P. Bowie, who also continued to improve *El Cerrito*. It was the Peninsula's first great estate. Many followed.

As stated, the key ingredient for initiating an upscale suburban transformation is rapid transportation. Before the railroad, San Mateo County did not have it. During the Gold Rush era, whether one traveled by boat or by stagecoach, the trip took most of a day.¹²¹ The stage ride was preferred, but it was uncomfortable and expensive (\$32 in the famous year of 1849, to go from San Francisco to San Jose).¹²² However, early on it was recognized that a rail link between San Francisco, the West Coast's most important city, and San Jose, California's sometime capital, was important.

The dream of creating the railroad had its start with the organization of the Pacific and Atlantic Railroad in September of 1851. It was just one of several unsuccessful schemes that tried to achieve the link between the two cities.¹²³ Finally in 1860, three men who would become important Peninsulans, Charles Polhemus, Timothy Guy Phelps and Peter Donahue, formed the San Francisco-San Jose Railroad Company and initiated the project.

From an engineering point of view, the route established for the line had few obstacles. It basically paralleled El Camino Real. A few bridges were required over creeks, but grades were slight.¹²⁴

On May 1, 1861, the company broke ground at San Francisquito Creek. Some 4,000 tons of rail and the rolling stock was shipped to San Francisco from the East via Cape Horn.¹²⁵ Heavy rains that winter slowed construction. Another problem was getting enough building materials from northern sources as the Civil War (1861-1865) raged. Nevertheless, by the summer of 1863, the grading and construction of bridges had been accomplished. Three hundred laborers laid track from five different construction camps. Eventually 50 miles of railroad were built to connect San Francisco and San Jose. Also in place were 26 sidings, 75 bridges, 37 switches, 33 culverts, seven water tanks and two turntables. All the improvements together cost \$2 million.¹²⁶ In October, Governor Leland Stanford conducted ceremonies, celebrating the opening of the line from San Francisco to Mayfield, a community just across San Francisquito Creek in Santa Clara County. On January 16, 1864, a gala was staged in San Jose marking the completion of the San Francisco-San Jose Railroad.

A commuter could now travel between San Francisco and San Jose in the astonishing short time of one hour and 15 minutes. Twice daily, the railroad had four or six passenger trains steaming back and forth. By April, the line had already carried 16,925 passengers, plus 100 tons of grain and thousands of pounds of other cargos.

As the key rail link to San Francisco, and as the railroads of the West began to cross the nation, the San Francisco-San Jose became the target of ambitious entrepreneurs. In 1868, it was absorbed by the original Southern Pacific Railroad. Then, in 1870, the Southern Pacific itself was bought by the “Big Four” of the old Central Pacific.¹²⁷

Of course the people of the Peninsula were thrilled with the railroad. The centers of settlements at places like San Mateo began to move from El Camino to surround the new rail stations. However, growth for all the rest of the nineteenth century was slow for San Mateo County. Between 1860 and 1900, the population increased from 5,300 to 12,000. While this equaled a more than doubling of the number of people in 40 years, San Mateo County still grew more slowly than any other in the Bay Area during that time.¹²⁸

Why was this so? San Mateo County historian Alan Hynding tries to make sense of the fact that that harbinger of 19th-century progress -- the railroad -- actually retarded growth on the Peninsula. He explains that the new suburbanites -- the elite business class of San Francisco -- acted to slow growth by buying up large tracts of land on both sides of the tracks. These “best” lands were then out of reach for commercial centers,

industry or farms. Thus: “At a snail’s pace, San Mateo County crept into the twentieth century.”¹²⁹

Even before the railroad was completed, perhaps in anticipation of it, some of the great families of California decided to follow the Howards and make their move to establish country, “summer homes” down the Peninsula. Among the first to move their families into San Mateo County were Frederick W. Macondray and Faxon Dean Atherton. Mary Elena Macondray Phleger was granddaughter to both.¹³⁰

Frederick W. Macondray was born in Massachusetts. He went to sea and became a captain, engaging in the hide-and-tallow trade on the California coast. He also lived for six years at Macao, China. He arrived to settle in San Francisco on January 1, 1848, only days before James Marshall made his big gold discovery on the American River. Macondray found himself in the right place at the right time to establish the import/export firm, Macondray and Company. The trade he engaged in was mostly in Asia and the Philippines. The outfit, in fact, had offices in Manila.

By 1853, he had established a country estate at San Mateo he called *Brookside* (today’s Baywood neighborhood which lies west of El Camino, from downtown San Mateo to Alameda de las Pulgas). He kept an extensive garden there and furthered his interest in landscape design by helping to found the California Agricultural Society. For the local community at San Mateo, he was a benefactor, contributing the land necessary for a public school in 1854.¹³¹

In 1859, Macondray received a visit from travelogue writer Bayard Taylor. Back in 1849, he had accompanied Taylor on the author’s first visit to the region. Taylor was overjoyed with the reunion:

*As we reached the house, through a lawn dotted with glittering bays and live oaks, the captain came out to welcome us; and I could not refrain my delight that San Mateo had fallen into hands which protect its beauty. . . . Such peaches, such pears, such apples and figs! What magic is there in this virgin soil?... Colossal, splendidly colored, overflowing with delicious juice, without a faulty specimen anywhere, it was truly the perfection of horticulture. In the glasshouse (necessary only to keep off the cool afternoon winds) we found the black Hamburg, the Muscatel, and other delicate grapes, laden from root to tip with clusters from one to two feet in length. The heaps of rich color and perfume, on the table to which we were summoned, were no less a feast to the eye than to the palate.*¹³²

Captain Macondray sold *Brookside* to John Parrott in 1860. Parrott renamed the property *Baywood*. Macondray fell ill and died two years later.¹³³

Faxon Dean Atherton arrived with the first wave of estate builders in South San Mateo County in the 1860s. Among the others were famous names such as Hopkins, Flood, Donohoe and Felton. With the railroad still being constructed, these estates tended to be self supporting. They raised their own cows for milk and butter. They also had chickens, hogs and other farm animals. The community of Menlo Park formed to service these estates and originally consisted of no more than two general stores, a couple of livery stables, six to eight saloons and three hotels for visiting workers.

Faxon Dean Atherton was born in Dedham, Massachusetts, in 1815. He settled in Valparaiso, Chile in 1833 and met and married Dominga of the prominent de Goti family on July 7, 1843. The couple had seven children, six of whom were born in Chile and one in California. He owned a ship's chandler's store while at Valparaiso. In 1860, he decided to move to California. That year he purchased 640 acres of land that would one day become a large part of the Town of Atherton. On September 14, 1861, the *San Mateo County Gazette* announced that the Atherton mansion and estate, *Valparaiso Park*, had been completed.

One of Atherton's daughters married the son of Frederick W. Macondray, Frederick, Jr. Mary Elena came from this union. After Junior passed away, Mary Elena's mother married Percy Selby of yet another influential family.¹³⁴

Percy's father, Thomas H. Selby, established the first major smelting works in California at San Francisco's North Beach.¹³⁵ In 1863, he bought up 480 acres of property just north of the Athertons. He called his estate, *Almendral*. He raised cattle and grew grain there. Selby also possessed what was thought to be the largest fruit orchard in San Mateo County at that time.¹³⁶ Selby additionally gained fame as a mayor of San Francisco.

To the north, in 1860, D.O. Mills, banker and financier, and his brother-in-law, Ansel I. Easton, a self described "gentleman,"¹³⁷ each acquired 1,500-acre parcels of *Rancho Buri Buri* in today's Millbrae and Burlingame to erect their estates. After the railroad was completed, many more famous families established their homes. The first of this lot was William C. Ralston.¹³⁸ This substantial capitalist, whose investments included holdings in Nevada silver mines, the Bank of California and the Spring Valley Water Company, purchased 14.2 acres at today's Belmont from Italian Count Leonetto Cipriani. A house was present, around which Ralston fashioned a showcase mansion. It was finished in 1868, complete with 80 rooms and accommodations to serve up to 100 overnight guests. The dining room could seat 110.¹³⁹ The extravagant edifice was actually an inspiration for the elegant additions at Ralston's Palace Hotel in San Francisco.

Ralston's Belmont estate was visited by prominent people from around the world. In 1872, Japanese Ambassador Tomoni Iwakura, with the Japanese Minister of Finance,

Toshimichi Okubo, and an entourage of 107 other Japanese visitors were hosted by Ralston. Okubo gave a toast acknowledging Ralston as the “*Tenno* of Belmont” (Emperor of Belmont).¹⁴⁰

Sadly, the Emperor of Belmont fell on hard times. During the summer of 1875, he directed his troubled Bank of California to buy up significant portions of the Spring Valley Water Company on the speculative hunch that the City of San Francisco was preparing to buy it. He was off by 25 years. In August, he was removed as the bank’s chief executive, and, the next day, his body was found floating in the Bay, perhaps as the result of a swimming mishap;¹⁴¹ others felt it was a suicide.

Nevertheless, the building of the Peninsula’s great estates got into gear in the 1860s, developed more fully in the 1870s and 1880s, was revived in the mid-1890s and was extended into the twentieth century. The polo fields, race tracks, stables, gardens and other embellishments surrounding the great houses became the dominant landscape features of the Bayside of San Mateo County.

Among the most prominent of the estate builders was another Atherton family neighbor, Charles N. Felton, who in 1870 fashioned his Felton Gables estate near the tracks on the north side of today’s Encinal Road in Menlo Park. Besides being a rich man, he engaged in politics. First, he served in the State Assembly, then he was elected to Congress in 1878, and finally he was appointed to the U.S. Senate in 1891. Counted among the visitors to his place were presidents U.S. Grant, Rutherford Hayes and Benjamin Harrison.¹⁴²

In 1872, John McLaren appeared on the California scene and gave a major boost to the gardening activities of the San Mateo County estate owners. He had been a gardener’s apprentice in Scotland and had graduated from the Royal Botanical Gardens at Edinburgh. His first assignment on the Peninsula was to plan the gardens for George and Agnes Howard at their *El Cerrito* on the old *Rancho San Mateo*. McLaren soon became sought after as the most renowned landscaper in the area. San Francisco eventually made him superintendent of Golden Gate Park. In 1930, *Sunset Magazine* declared him the greatest horticulturalist of the West.

Other standouts of the 1870s crowd of estate builders include Milton S. Latham who began constructing his \$75,000 Thurlow Lodge at Menlo Park in 1872. In 1874, Swiss-born banker Antoine Borel purchased 300 acres west of El Camino and south of the village at San Mateo for \$25,000 and started creating his place.

Perhaps the most opulent of the mansions of San Mateo County was constructed by James C. Flood, the “Silver King.” In 1875, Thomas H. Selby sold his estate to him. Flood then went to work to erect *Linden Towers*. It stood near today’s Middlefield

Road. This was a three-story, 43-room affair, decorated with turrets, cupolas and gables. The house was capped by a 150-foot tall tower. It was painted white with gold trimmings. The roof was constructed of patterned black slate. It was rumored to have cost \$1 million. Locals referred to it as “Flood’s wedding cake” because of its overdone architectural detail.

Just across San Francisquito Creek from the Menlo Park - Atherton estates, Leland Stanford, former California governor and member of the “Big Four” (who built the western portion of the transcontinental railroad), purchased 650 acres in 1876 to begin establishing his Palo Alto ranch. He would eventually come to own 8,800 acres from El Camino to the foothills. Stanford first brought specialty horses to the property in 1877. By 1890, his farm was revered as the largest racehorse breeding center in the world. The facilities included two tracks (one for trotters and one for single mounts) and a trotting park. Some 60 acres were devoted to growing carrots for special treats for the horses.

Up near San Mateo one of John Parrott’s daughters, Mary Katherine (Minnie) married French nobleman Christian de Guigné in 1879. De Guigné owned an estate near Bordeaux called *Chateau Senejac*. He came to California after serving in the French army during the Franco-Prussian War (1870). After marrying into the Parrott clan, he partnered with Hans Stauffer to create the Stauffer Chemical Company. The estate the de Guignés built was located just east from Baywood, currently at Third Avenue in downtown San Mateo. They called their place Minne-haha.

South of the de Guignés, another silver king, Alvinza Hayward, created yet another huge mansion. Construction on this one began in 1880. The 22-room house was surrounded by 144 acres of lawn, trees and shrubs. There were literally miles of pathways through the gardens. Also featured were a racetrack, a lake for swans, an aviary of exotic birds, and quarters for his deer and elk collection. Hayward’s gas-lit horse stables were embellished with finely polished woods. Harnesses in the plate glass tack room were trimmed with some of his silver from the Comstock.

By the middle part of the 1890s, these Victorian mansions began to take on a stodgy look. Then a fresh wave of estate builders came onto the scene

This new round of activity was sparked by the Sharon Estate which was seeking to divest itself of its mid-Peninsula properties. The project belonged to Senator William Sharon’s son-in-law, Francis Newlands. He had come to California in 1870, looking for work as an attorney. After the Senator hired him, he married his boss’s daughter, Clara Adelaide, in 1874. William Sharon was the largest taxpayer in San Francisco. He, in fact, had holdings that stretched to Nevada and even to the East Coast. This included about a 1,000 acres of Mid-peninsula land that had once belonged to Wil-

liam Ralston. Sharon was one of Ralston's largest creditors when he died in 1875 and ended up with the Palace Hotel in the City, the Belmont mansion and much more, including this 1,000 acres that makes up a good portion of the town of Hillsborough today. After Sharon died, Newlands wanted to sell off some of the family's property, including this San Mateo County parcel.

He had trouble with finding purchasers, and then came up with an idea. Back near Washington D.C., the Sharon Estate owned acreage at a place called Chevy Chase. Here in 1890, Newlands, in order to enhance real estate sales, organized a planned community, including consideration for proper roads, water, sewage and social embellishments, which featured a country club. The strategy worked. People began buying into this exclusive suburban retreat. Newlands took it upon himself to organize the country club there, which opened in 1893.¹⁴³

Newlands then asked himself: why not try this idea on the Sharon Estate's San Mateo holdings? It should be added at this point that the whole concept of the country club was brand new. This was an American invention. In 1882, the first country club, "The Country Club," was formed at Brookline, Massachusetts. The objective of these new clubs was to bring to Americans English country sports such as the hunt, polo and golf. In England, these activities could be conducted on one's private estate, but wealthy Americans, in general, were tied to their holdings in the cities. So they moved to the country in clusters around these country clubs. American country clubs also differed from British specialized clubs such as the polo club at Hurlingham and the golf club at St. Andrews, because they did not center on just one sport. Moreover the American clubs allowed for extended social stays. Thus while they were emulating the European aristocracy, the American elite were creating their own new way to do it.¹⁴⁴

As Newlands studied the matter, he realized that as yet no country club had been established west of the Mississippi. What better place to do so but near San Francisco, the "imperial" city of the West? And what better property to bring this about but his Burlingame tract (as the Sharon Estate came to call it)? A travel brochure of the early 1890s asserted about the mid-San Mateo County area in general that it "... is much more accessible than any other place of suburban residence around San Francisco." It pointed out that between the streetcar in the City and the Southern Pacific down the Peninsula, one could reach Burlingame in about 40 minutes from downtown.

Environmentally, San Mateo County was already renowned as a sporting retreat for city dwellers. The foothills still abounded in four-legged game. Large populations of ducks and geese made for great hunting down on the marshlands. Local creeks yielded salmon and trout. El Camino was becoming a popular bicycle route, and Coyote Point was noted for its beach. *Sunset Magazine*, sensing the desire to be all things English, put it this way:

*There is not the least hazard in asserting that in no section of the United States --- or in this hemisphere, in fact --- [is there a place] where an Englishman of sporting proclivities would feel so much at home as in San Mateo County. This section is nearly a counterpart of the most favored parts of the mother country, saving that in place of baronial halls and castles, built centuries ago, there are palatial residences of later date.*¹⁴⁵

Newlands gambled that promise of creating a country club at Burlingame would lead to real estate sales as it had at Chevy Chase. He carved out 16 acres of land near El Camino and selected famed San Francisco architect A. Paige Brown to plan for the construction of six “country cottages” (summer homes for the elite) to initiate sales. The Tudor style buildings were finished early in 1893; however, there were no buyers. Undeterred, Newlands decided to reverse the Chevy Chase pattern by forming the country club first.¹⁴⁶ He invited a well-chosen group of sporting enthusiasts from San Francisco for a picnic under oak trees on the property. Drinks were served. An offer was made to allow the club use of one of the cottages for a country club, and the process worked. On July 1, 1893, the Burlingame Country Club was organized. Soon the Burlingame area became well-known among members of San Francisco’s upper crust. The five unused cottages and lots around them began selling. A new suburban community had been created for the Peninsula.

Within a year, the Club had become so popular with its members that they joined with the Southern Pacific Railroad to build a train station nearby. This Burlingame Station became the first permanent structure in California designed in the Mission Revival style of architecture. It still exists today at the end of Burlingame Avenue. A small community, whose purpose was to cater to the needs of the country club set, developed around the station. It was known as Burlingame as well.

The country club idea caught on throughout California. On the Peninsula, those that preferred the warmer, more southerly parts of San Mateo County formed the Menlo Country Club in 1912. Actually set in today’s Woodside, it had an eighteen-hole golf course that Burlingame (organized for polo in the early years) did not originally possess. It also had a swimming pool, and Burlingame did not.

It was widely known that the Burlingame Country Club was restrictive -- that is -- no Jews. The large and wealthy Jewish community in San Francisco wished to create a country club for their families. In 1911 they organized the Beresford Country Club (today, the Peninsula Golf and Country). They purchased property southwest of the City of San Mateo and opened for its members in 1912 with a temporary clubhouse. By 1914, its \$150,000 Tudor Revival clubhouse had been built, accompanying its 18-hole golf course, swimming pool and other embellishments.¹⁴⁷

The particular needs of the equestrian set in the South County inspired the opening of the Menlo Circus Club (originally the Children's Circus of Menlo Park) in today's Atherton in 1923. Carved out of 19 acres on former property of the Atherton Estate, the facilities included a half mile riding track, tanbark ring for jumping, a variety of buildings and an elaborate grandstand complete with box seating.

As late as 1929, horse enthusiasts had open Gymkhana, as a club near already present polo fields at today's 20th Avenue in San Mateo. The focus here was on teaching children how to play polo and engage in other sporting activities revolving around the horse.

And so a fresh wave of mansion building swept the Peninsula's Bayside. The Crockers led the way. Heirs to Charles Crocker of "Big Four" fame, the generations that followed the old railroad man created lavish estates down the Peninsula. In 1910, William H. Crocker completed his *New Place* on 500 acres in Hillsborough. Designed by Lewis P. Hobart, the house contained 12 bedrooms, and 10 baths upstairs. Crocker employed 60 servants -- 15 worked in the house and 45 policed the grounds, which included a dairy and nursery. Episcopal Bishop William Ford Nichols presided over the opening of the estate in March. During the 1920s and 1930s, *New Place* was known for entertaining Hollywood movie stars, foreign diplomats, high-ranking military figures and political leaders. The press referred to the social scene there as "*New Place* Society." *New Place* is currently the home of the Burlingame Country Club.

In 1913, work on C. Templeton Crocker's place began. His Hillsborough estate, the *Uplands*, cost \$1.6 million. Designed by Willis Polk, its construction included steel-reinforced concrete walls, hand carved marble fireplaces and European wooden interiors. This neoclassic home of 35,000 square feet, encompassing 39 rooms, was completed in 1917. It now serves as a private school (Crystal Springs Uplands).

Perhaps reflecting his family's Italian immigrant background, Bank of Italy (which became Bank of America) founder A.P. Giannini purchased a more modest home, *Seven Oaks*, just west of downtown San Mateo in 1905. Giannini lived in it for the rest of his life. This 10-room, gabled, Tudor-style house still exists as a single family residence on El Cerrito, just off El Camino Real.

Also close to San Mateo, Eugene de Sabla, Jr., the first president of the Pacific Gas and Electric Company, bought the Howard Estate's *El Cerrito*, in 1906. The old house was moved off the property and for years served as the Hillsborough town hall. In its place, de Sabla built a 35-room mansion on the 30-acre site. John McLaren designed 14 acres of gardens here. The house, complete with battlements, was ready for occupation by the de Sabla family in 1917.

North of the de Sabla place near El Camino in Hillsborough, Lewis P. Hobart designed a grand mansion as a sort of Italian villa for George Almer Newhall. Newhall died in 1929. A subsequent owner, Dorothy Spreckels, named the place *La Dolphine* (not a word in any language) because of her fascination with a golden dolphin in one of the several bathtubs.

In 1915, Charles Frederick Kohl built a red-brick, 63-room Tudor mansion on Adeline Drive in northwest Burlingame for \$525,000. Kohl's father had created a mansion that sat at today's Central Park in San Mateo. (Before the estate became a park, the mansion functioned as the first campus for the San Mateo Junior College.) Kohl's new estate included a sunken English-style rose garden. It now serves as a private school (Mercy High School).

John Parrott's grandson, Charles Joseph Christian de Guigné, II, completed his estate in 1916 on 50 acres near Crystal Springs Road, on the side of the canyon. It became acclaimed for its French styling and beautiful setting.

However, the most magnificent mansion was that of Harriett and Francis Carolan. The wealth that enabled their project to go forward came from Harriett, whose father, George Mortimer Pullman, made a fortune making railroad sleeping cars.¹⁴⁸ She married Francis J. Carolan of Sacramento at her family's home in Chicago. Although Francis was a graduate of Cornell University (class of 1882), in later years, Harriett would degrade him by saying he was actually never more than a \$250 a month clerk when they met.

In 1897, the Carolans entered Peninsula society when they bought coffee importer William Corbitt's San Mateo Stock Farm in today's Burlingame and Hillsborough. Here at Crossways, they built a 30-room house, and also put in place a tennis court, hot houses, terraced gardens and spacious lawns. In 1899, the Carolans commissioned architect Willis Polk to build a carriage house complete with a Pantheonic centerpiece that could be used as a ballroom.¹⁴⁹ The project cost \$200,000 and was touted as the greatest of its kind in California. Polk was also commissioned to build a polo pavilion that became of use for the eager players at the Burlingame Country Club.

In 1900, Harriett began entertaining in earnest. At the end of the summer, she threw a floral-themed ball. Guests were brought down the Peninsula by a special train of Pullman railroad cars. Then, horse-drawn carriages met them at the Burlingame train station and drove them to Crossways, where they were delighted by a variety of entertainments, including Japanese and Spanish dancers. The party was illuminated by 5,000 Japanese lanterns.¹⁵⁰

Harriett's love of architecture and things European grew. Trips to France inspired her

to create a new mansion in the French, pre-revolution, aristocratic style. Some said that she placed her new estate high on the hill overlooking Hillsborough so that she could look down on her social rivals, the Crockers.

In 1912, she acquired some 554 acres of land. After great deliberation, she settled on Frenchman Achille Duchêne as the landscape designer. Ernest Sanson, considered the best architect of private houses in Paris, was chosen to plan the house. Experienced San Franciscan Willis Polk became the project's supervisor.¹⁵¹

The house's design was based on *Chateau Vaux le Vicomte*, which had actually served as the inspiration for the Palace of Versailles. The *Chateau Carolands*, as Harriett called it, was built to possess 92 rooms. Constructed with concrete and brick, it included grand staircases, wrought-iron banisters and gold leaf trimmings. Rooms were lifted out of *Le Grand Lebrun*, a historical house in Bordeaux, to provide an authentic French aristocratic aspect to the mansion's interior.¹⁵²

The landscaping also imitated historic European design. Hills were leveled to create broad terraces. Statues and a Temple of Love were inserted. Barns and pasture for dairy cows were arranged to guarantee a degree of self-sustenance for the estate. When completed, the *Carolands* needed 40 employees, 20 for the grounds and 20 for the house.

The initiation of World War I slowed progress on the *Chateau's* construction. Nagging maintenance problems developed for the large edifice. Sadly, the unhappy Carolan couple only lived there together for two years. Today the *Chateau* is still a private residence, owned by Charles and Ann Johnson.

While a good part of this second wave of mansion building occurred in the Mid-County, great estates were also being created in South County. In 1911, San Francisco philanthropist Mortimer Fleishhacker began work on his English-style, *Green Gables*. *Green Gables* still stands south of the Phleger Estate and is one of the few of these elegant places that is owned by the original family.

In 1922, Herbert Law, creator of specialized medicines for women, built his 13,000-square foot, 40-room Florentine-style villa on some 600 acres on the hills above Portola Valley. Law's *Lauriston* included 22 miles of bridle paths and hothouses for growing herbs related to his work. He had 12,000 trees planted. The house's elegant furnishings and fine art became the talk of the Peninsula's upper crust.

Remarkably, even through the Great Depression of the 1930s, mansion building continued. In 1931, Celia Tobin Clark finished her *House on the Hill*. This three-story house of 47 rooms with six family suites, seven dressing-room/bathrooms, six half

bathrooms, 11 fireplaces and a wine vault for 1,360 bottles (in the days of Prohibition!), still sits just below the College of San Mateo.

That same year, William W. Crocker, at that time President of Crocker Bank, finished his rebuilding of *Sky Farm*. The first mansion burned to the ground in 1928. And so, Crocker enlisted architect Arthur Brown, Jr. to replace it with “a palace.” Brown delivered a 53-room Italian Renaissance-style structure built of reinforced concrete. It featured an indoor swimming grotto, squash court, wine cellar and vault. Constructed on top a Hillsborough hill in the midst of a 500-acre forest, it became renowned for its landscaping. *Sky Farm* required a staff of 24. It still exists as Nueva Learning Center.

In 1935, Walter E. Buck completed his estate in today’s east-Woodside. The project started in 1929 under the supervision of architect Albert Farr. The design exhibits some of the architectural features of *Hampton Court* in Middlesex County, England, the royal family’s residence from the 1700s. Builders George Looz and F.C. Stolte of Oakland, whose work included *Hearst Castle*, constructed the Tudor-style brick and stucco-cut stone mansion. This 17,500 square foot, 52-room home featured Gothic arches, 296 windows and walnut paneling and staircases. The Buck Estate also consisted of gazebos, walkways and stone fountains on its 13 acres.

This study for the GGNRA does not call for the listing of every estate. It is sufficient to say that those mentioned in this brief account are but a sampling, and we are reviewing this stage of suburban growth on the Peninsula because the Phlegers fit into the picture of the San Francisco elite making the Peninsula their suburban retreat. It is useful for the reader to also understand how the evolving transportation networks of San Mateo County allowed new classes of people to enjoy working in the City and living in the country.

After the railroad, the next advance made in transportation was the establishment of a streetcar line down the Peninsula. The Southern Pacific was expensive for the middle-class commuter, and it did not run very many passenger trains into San Francisco from the Peninsula. In fact, by the 1890s, the profit-motivated railroad saw little reward in servicing the people of San Mateo County. There was much more money in long distance freight traffic through the farming districts and from longer passenger routes that ran between San Francisco and Los Angeles.

Beginning in 1890, electric streetcar companies in San Francisco began investigating business opportunities for linking the City with the country. That year, the San Francisco and San Mateo Railroad planned a route to the cemeteries in Colma along Mission Road. By 1892, tracks reached Holy Cross Cemetery and were being extended to Baden in future South San Francisco. In 1897, the renamed San Francisco & San Mateo Electric Railway began taking steps to build a line to San Mateo. Construction

began in 1901, and, by the end of 1902, streetcars were serving a variety of communities from San Mateo north to the City. Towns along the line such as San Mateo and Burlingame benefited by allowing a new type of commuter, a middle class one, the opportunity to live a suburban lifestyle.

The 1906 San Francisco Earthquake caused many city dwellers to move down the Peninsula. Towns like Daly City and San Bruno rose out of dairy ranch lands. The new commuters of such communities had not much in common with their upper-class San Mateo County neighbors, except that the new people were most anxious to emulate the healthy experience of living on the less congested Peninsula. If not for the streetcar, their everyday travel to the City would have been impossible. During its peak of activity, the inexpensive streetcars ran every 10 to 15 minutes during commute hours in both directions.¹⁵³ In 1907, streetcar patrons were treated to a boost as the old, drafty trolleys were replaced by 56-passenger cars locals called the “Big Subs”.¹⁵⁴

Streetcar service proved popular enough that spur lines were established. In 1904, the South San Francisco Railroad & Power Company ran a track down Grand Avenue to the waterfront enabling workers a fast way to get to the Western Meat Company, Fuller Paint and other large employers. In 1913, the Mills-Easton family began operation of a streetcar from Broadway in Burlingame to Hillside in order to encourage residential sales in the hills owned by them, west of the tracks.

While the new classes of people increasingly called the Peninsula home, the streetcar suffered from competition with the automobile and ceased to serve San Mateo County in 1949. Nevertheless, the impact of the streetcar at the beginning of the twentieth century was dramatic. In 1900 the population of the County was 12,000. In part because of reliable street-car service, in 1910, 20,600 people lived here.

Not everyone was happy with this growth. Members of the Burlingame Country Club watched as the streetcar line reached the little community surrounding the Burlingame Train Station, encouraging a town-like survey. Just south of the Club, the members saw promoters of San Mateo Park create a middle-class suburb, advertising the “easy walking distance of the trolley line.”

However, not even the members of the Burlingame Country Club could have predicted the ramifications for the Peninsula of the 1906 San Francisco Earthquake. The southward migration hastened down the northern half of the Bayside of San Mateo County (where there were streetcar tracks). Because of the elite image Burlingame conjured up, many refugees from the destroyed City chose to end up there. The new people had heard for years about the high society Burlingame set -- their polo, their parties, their money and estates. Why not join them?

Burlingame promoters quickly went to work, and while sales of real estate was brisk nearly everywhere on the Bayside, no place had more activity than Burlingame. By 1910, 1585 people lived there, and, just four years later, there was 2,849. The town of San Mateo took notice of the growth to the north and annexed a number of new neighborhoods. Soon the town leaders fixed their eyes on Burlingame itself, but the people here, wishing not to be gobbled up by their southern neighbor, beat the San Mateans to the punch and incorporated the town of Burlingame in 1908.

Meanwhile the Burlingame Country Club set took notice of the development of these nearby middle-class neighborhoods, with their little bungalows, commercial improvements, sidewalks and all-too-many children. They saw San Mateo annex San Mateo Park in 1909, while Burlingame grew northward by swallowing up the community of Easton. Now both towns seemed to be setting their sights on lands to the west -- the Club and the estates of its members. The Burlingame set would be regulated by a local government of which they would be a minority. They would be taxed by people out to destroy the rural atmosphere they had come to Burlingame to find in the first place; hills would be leveled, trees cut down, creeks filled and horse trails would give way to business thoroughfares. This intolerable threat could only be allayed by the incorporation of the Burlingame set's own community. On April 25, 1910, 60 residents voted in favor, and one voted against, the formation of the new town of Hillsborough.¹⁵⁵

Thirteen years later, a similar thing happened in the South County. Although without a streetcar line, by 1923 the automobile was helping to make Menlo Park a middle-class suburban community. Civic boosters wished to incorporate and include the estates occupying a district known as Fair Oaks. Using Hillsborough as their model, the upper crust of Fair Oaks organized and moved to incorporate their own community. A total of 130 came out to vote, with 114 favoring the creation of the new town of Atherton, named for Mary Elena Phleger's grandfather, Faxon D. Atherton. This came as a blow to the Menlo Park organizers, who did not get around to incorporating Menlo Park until four years later.¹⁵⁶

Nevertheless the rate of incorporations during the period from the Earthquake until the Great Depression was brisk. Between 1856 and 1908, only two towns had been incorporated in San Mateo County -- Redwood City (1867) and San Mateo (1894). Notably, between 1908 and 1927 there were ten communities to do so -- South San Francisco (1908), Burlingame (1908), Hillsborough (1910), Daly City (1911), San Bruno (1914), Atherton (1923), Colma (1924), San Carlos (1925), Menlo Park (1927) and Belmont (1927).¹⁵⁷ By 1920, 36,800 people lived in San Mateo County, a 79% augmentation from the decade before. Between 1920 and 1930, the County's population expanded by another 110%, to 77,400. Even during the Depression years of the 1930s, although the rate of increase slowed to 44%, by 1940, 112,000 people lived in San Mateo County.¹⁵⁸

While the streetcar made the difference in the early part of this middle-class suburban wave, certainly, before 1940, the automobile was playing a significant role. Of course, the popularity and affordability of the automobile eventually had more of an impact on how the suburban communities of the Bayside developed than any other factor. Moreover, San Mateo County's connection with automobile history has been important to the development of California.

For example, in 1902, the first automobile meet in the state's history ran through the Peninsula. The 34 horseless carriages began their well-publicized journey in San Francisco and ended up at Crystal Springs Dam for a picnic and tour.

A more momentous step took place in 1912, when work began on a five mile stretch of the Old Mission highway, El Camino Real, from San Bruno to Burlingame, that represented the initiation of the California State Highway System. Back in 1909, the state's legislature had authorized the first California Highway bond act. The state's voters approved \$18 million for it in 1910. Contract Number 1 was the San Mateo County project. Certainly the coming of the 1915 Panama Pacific International Exposition to San Francisco and the desire to show off the modern aspects of California to the visitors influenced this choice for construction. Also the County's willingness to buck the political pressure of the Southern Pacific Railroad was noted in Sacramento. Since 1911, Peninsula elected officials, at the urging of the *San Mateo Times*, had been clamoring for better roads for automobiles.¹⁵⁹ A year after work began on the state's project, in 1913, San Mateo County voters approved a \$1,250,000 bond issue to match state money to create more roads, including the Bayshore and Junipero Serra Highways. The automobile era had arrived.

As stated previously in this study, the onset of World War II and the postwar boom created an unprecedented build-up of the suburban landscape on the Bayside. The new era's development was enabled by the automobile plus the skills of big-time builders (like Henry Doelger, Carl and Fred Gellert, David Bohannon, T. Jack Foster and Andy Oddsted), a thriving economy, friendly to growth government and the insatiable desire of people to live the suburban lifestyle, first made popular by the elite of the railroad era.¹⁶⁰

While some communities on the Peninsula like Hillsborough, Atherton, Woodside and Portola Valley continue to attempt preservation of the old estates, most are now gone. A very few of the old mansions, such as the granddaddy of them all -- *Carolands* -- exist as single family residences. *New Place* became a clubhouse. Private schools have found use for some. One, *Filoli*, has become a public asset as a national historic landmark. Its story is very much linked with the nearby Phleger Estate.

One year after the devastating 1906 San Francisco Earthquake had severely damaged

the Spring Valley Water Company, William Bourn (the builder of *Filoli*) bought it out in total. With the property and improvements he also had obtained the stigma of owning the water supply of the City of San Francisco as a monopoly. For San Mateo County residents the Company represented a huge land holder of properties that could have been developed for other purposes. Throughout the nineteenth century, the Company had continued engineer Herman Schussler's policy of buying up watershed lands to protect its man-made lakes. Dairy men, farmers and winemakers were bought out or otherwise forced off. Even an entire town, Searsville, was taken.

The men most associated with the Company were big-time capitalists such as William Ralston and William Sharon. They, beyond a doubt, were profit motivated, and, at times this meant deferred maintenance. By 1900, San Francisco remained the only major city in the United States whose water supply was still privately owned.

That year the people of San Francisco took a huge step and created a new charter that would enable them to purchase the Spring Valley Water Company. Furthermore the City's visionaries began thinking of more than just current requirements. They wanted to satisfy the needs for future generations with the building of a delivery system that could take water from the Hetch Hetchy Valley in the Sierra Nevada all the way to San Francisco and other California communities.

The 1906 San Francisco Earthquake gave people yet more incentive for wanting change. While the Crystal Springs Dam and other large Spring Valley improvements held, many pipes in the City ruptured. Deferred maintenance policies of the Company were blamed by many as a leading cause of the destruction of San Francisco because of the lack of water to fight the fires that followed the quake.

William Ralston had wanted to sell the Company to the City back in 1875. Now, finally thinking the time was right for the great opportunity, William Bourn stepped in and bought Spring Valley.

Bourn was born in San Francisco in 1857. He inherited the failing Empire Gold Mine at Grass Valley and revived its profitability. During the 1890s, he invested in several local gas companies which he sold-off to the emerging Pacific Gas and Electric Company. With those profits he purchased Spring Valley.¹⁶¹

He could not have known it, but it would take 23 years to negotiate selling the Water Company to the City. Along the way he dealt with investors, attorneys, engineers, technicians, politicians and eventually the voters of San Francisco. While waiting for the deal to transpire, Bourn decided to spend \$90,000 to acquire 700 acres of lands south of his company's Upper Crystal Springs watershed property to create an estate.

In 1915, he hired architect Willis Polk (of *Carolands* and *Uplands* fame) to design his home.¹⁶² The plans called for the creation of an Irish country house modeled after the family's old home in Grass Valley. Bourn insisted that the roof tile be applied crookedly to provide the mansion with a rustic character.

Bourn called his estate *Filoli*. The name combined what Bourn considered the three most important words in the English language: "Fight, Love, Live." By September of 1917, the Bourn family was residing there.¹⁶³

The sale of the Spring Valley Water Company finally occurred on March 30, 1930. Bourn's take ended up at \$41 million. Sadly, he had little chance to spend it. He was by that time in poor health and died in 1934. He is buried at *Filoli*, along with his wife, son and daughter.

However, before the deal was made with the City of San Francisco, he allowed for his Company's Vice President, Samuel P. Eastman, to create his own estate, just south of *Filoli*. Eastman contracted Gardner A. Dailey to build the house which was completed in 1927. This property is known today as the Phleger Estate.

THE PHLEGERS AND THEIR MOUNTAIN MEADOW

And so, ten years after the Bourns moved into *Filoli*, an estate and home that came to be known as *Mountain Meadow* (and later, simply the Phleger Estate) was completed on Spring Valley Water Company property for Samuel P. Eastman. Up the hill on the old Whipple Mill site, the house was far more remote than *Filoli*. At the end of a winding road, it sat near acres of second growth redwoods and ferns. Its architect, Gardner A. Dailey, had just left the Willis Polk firm. Polk was, of course, the designer of *Filoli*. In fact, *Mountain Meadow* was Dailey's first job on his own.¹⁶⁴ The 8,000-square foot house, with a tiled mission revival style roof, was situated so that beautiful views could be obtained of both redwoods and oak woodlands.

In 1937, Herman and Mary Elena Phleger bought their first 115 acres of this watershed property, that they referred to as "the home place."¹⁶⁵ Later, they acquired 1,200 more, which gave them a total of 1,315 acres. Their nearest neighbors were the Roth family, the new owners of *Filoli*, a mile away. Previously, the Phlegers lived for six years in a flat on Broadway in San Francisco, and then lived on Jackson from 1928 until moving in 1937.

The Phlegers lived at *Mountain Meadow* for the rest of their lives. Herman became a commuter, although the couple continued to hold an apartment in the City during winter months. During World War II, because of gasoline rationing, they maintained an apartment in the City year round. During his years in Washington, D.C., they

leased a home there, but kept *Mountain Meadow* as their permanent residence.

As a Peninsula commuter, Phleger left work promptly at 4 p.m., in order to catch the 4:45 Southern Pacific to Redwood City. In this way he followed the suburban path of so many of San Francisco's elite, since the days of William Ralston.

In 1977, Herman said about *Mountain Meadow*: "This is the kind of house that you don't see much of anymore."¹⁶⁶ By that time the property included the house on a meadow, formal gardens, a swimming pool, an apple orchard, hedges of holly and a hot house. Herman seemed most anxious to share the beautiful estate. In 1992, Jean Phleger, the wife of his son Atherton, was quoted as saying: "He especially loved to have guests and always made them feel welcome."¹⁶⁷ He also allowed fellow equestrians use of the property's scenic Raymundo Trail which runs through the estate.¹⁶⁸

Certainly the country aspects of his home (and especially the redwoods) encouraged Herman to continue a lifelong interest in conservation. He was a founder of the Save the Redwoods League. This organization first met in 1914. Joseph D. Grant, an original member of the Burlingame Country Club (and its third President), along with three others¹⁶⁹ gathered at the Palace Hotel in San Francisco to create the League. Phleger was an early member of its board,¹⁷⁰ serving as a director for 20 years, and remained interested in the group's activities for all his days. Later, environmental leaders seeking to preserve his estate would note this early interest as a sign that he and his family would be sympathetic to their cause.¹⁷¹

Unlike his wife, Herman had a modest family lineage. He was born in Sacramento on September 5, 1890, to Charles W. Phleger and Mary McCory Phleger. Charles was born in Ohio. Mary was born in New Orleans of Irish parents. Herman's grandmother once remarked that County Mayo, where she was from, was so poor that "a chicken couldn't scratch a living."¹⁷²

Charles died when Herman was but two years old. With four children to support, Mary went to work as a teacher in a Sacramento grammar school. Eventually she would put all four of her children through the University of California. Herman actually had her as a teacher and was impressed that she spent much time speaking of "the horrors of drink." Her salary was never more than \$90 a month. She finally retired in the early 1920s.

In order to help the family, as a young man, Herman worked in the canneries at Sacramento at 12½¢ an hour for ten hours a day, six days a week. He later revealed about the work: "it never hurt me a bit."¹⁷³

At Sacramento High School he played football and practiced on the lawns at the state capital building. The coach was “a kindly druggist. . . who received no salary.”¹⁷⁴

After high school, Herman decided that he wanted to be either an engineer or a lawyer. In order to have a career in those professions, he would need to go to a university. He and his brother, who graduated with him, decided on the University of California at Berkeley because that is where their sister had enrolled three years previously. He recalled, that in those days, there were no entrance examinations. A student was admitted automatically if he passed his high school courses with acceptable grades. Both boys joined the Phi Delta Theta fraternity. He lived his college days on a budget of \$50 a month, which he mostly covered with summer jobs and part-time work. For extracurricular activity, Herman joined the English and John Marshall Law Clubs. He also served in the student senate and on the school debate team. Of course, with his brother, he made the football team (actually they played rugby in those days). Among his Berkeley friends, he counted Earl Warren, who would become Chief Justice of the United States Supreme Court.

By his senior year, Herman had determined the law would be his choice of career. At that time one could enter the law school, Boalt Hall, as a senior, so he did so. By this fourth year in Berkeley, he was working for the Alumni Association and had moved into an apartment house occupied by other law students that was referred to as “shyster’s retreat.”¹⁷⁵ He graduated with the class of 1912.

After two years at Boalt, Herman felt too distracted by his considerable outside activities and decided to take his last year of law school at Harvard. The young man had never been east of Reno before. At Harvard, he did well, achieving an “A” average. However, he found out that Harvard Law had a rule that a law degree would only be furnished to students who had spent all three years at Harvard. Therefore, even though he had the “A” grades, Phleger, this most distinguished California attorney, never really did receive a law degree. In 1977, he revealed:

*I never suffered so far as I am aware from the fact that I don’t have a law degree. I found that when my name appeared in the announcement of courses at Boalt Hall when I was teaching, they put B.S. after my name, which was an undergraduate degree, because I had no professional degree.*¹⁷⁶

After law school, Herman went on a trip to Europe in 1914. Upon returning, he passed the bar exam in Sacramento. On the advice of Governor Hiram Johnson’s father, Grove Johnson, he decided to try to get a job in San Francisco, rather than Sacramento. He landed a position with Morrison, Dunne & Brobeck at \$56 a month and stayed 11 years with them. Ironically, his first rented house in San Francisco, which he shared with friends, was on Macondray Street, named for his future wife’s grandfather.

After the United States entered World War I in April of 1917, Herman enlisted in the Naval Reserve. He was taken in as an officer, an ensign, and reported for training in San Diego. From there he gained admission to Annapolis. He graduated with the second class of the Navy's new "ninety-day wonder"¹⁷⁷ program, which placed as many officers as possible in command positions as quickly as possible. He was then assigned to destroyer *U.S.S. Beale* based at Queenstown, Ireland. The *Beale's* duty was escorting troop ships from America, guarding against the threat of German submarine attack. The *Beale* also participated in merchant ship convey assignments, during which Phleger witnessed the torpedoing and sinking of vessels. At war's end in 1918, he resigned from the Navy with the rank of Lieutenant (J.G.).

He returned to San Francisco to live with his friends on Macondray and went back to work for Morrison, Dunne & Brobeck. He received partnership status at the beginning of 1920. Mr. Morrison, "friend and benefactor,"¹⁷⁸ died in 1921.

That same year he married Mary Elena Macondray and moved out of his Macondray rental house. They spent their honeymoon at the Hawaiian Islands, sailing over on the Matson ship *S.S. Maui*.

At the end of 1924, Morrison, Dunne & Broderick dissolved, and two firms organized out of it. The 36-year-old Phleger joined with Dunne, Brobeck, Phleger & Harrison. Dunne left the firm in 1925. In 1927, Brobeck passed away. And so, Maurice Harrison and Herman Phleger became sole partners. At the time the firm employed six associates and 11 other staff members. By 1977, the firm had 50 partners, 70 associates, 21 paralegals, 75 secretaries and 34 additional staffers.¹⁷⁹

Most of Phleger's early cases involved important clients like the Pacific Gas & Electric Company. During the 1920s, he began making a name for himself assisting employers in disagreements with labor unions. In the 1930s, he represented the Waterfront Employers Association against Harry Bridges' longshoremen's union. At issue here was a long standing disagreement between workers and employers about who had authority to hire longshoremen on the docks of San Francisco. After the violence resulting from the famous general strike and "Bloody Thursday" (on July 5, 1934), he represented the employers before the National Longshoremen's Board, organized by the federal government to investigate the matter. During those highly charged days, Phleger, himself, went nowhere without his own billy club.

At the beginning of the proceedings, Phleger's first witness was Harry Bridges, who he was convinced was a Communist. Communists had apparently been active in the general strike. Phleger decided to get right to the point:

I paused quite awhile before starting my examination. It was very quiet and I walked up as close as I could to the witness chair and I took my hand and pointed at Bridges. He looked up surprised and my first question was "Are you a member of the Communist Party?" Bridges flushed, stammered, got red in the face and didn't answer.¹⁸⁰

The upshot of the strike was that the resolve of the shipping companies crumbled, and the unions won out. Later in his career, Phleger would encounter Bridges again. This time the labor leader was organizing the sugar cane field workers in Hawaii. Phleger worked against him. Once again, the unions ended up with most of what they wanted.

One of the ramifications of the longshoremen episode was Phleger becoming friendly with the owners of the steamship companies, including William P. Roth, president of Matson Navigation Company. Roth had actually hired Phleger back in 1927 to help with the acquisition of a steamship company from the Spreckels family. Three years after the strike, the Phlegers would become neighbors with the Roths, who owned *Filoli*.

During World War II, Phleger represented the Bethlehem Shipbuilding Company on labor matters. On a national level, Phleger was a spokesman for industrial employers in Washington. He was often at odds with George Meany, who represented the unions as a member of New York's plumber's union. Phleger remembered: "He and I used to shout at each other during our arguments."¹⁸¹

After the war, Phleger's firm continued to assist big businesses in their fights with labor. This included representing Di Giorgio of Kern County, in 1947, against the National Farm Labor Union, an affiliate of the American Federation of Labor.

In public service, Phleger had a great interest in higher education. He served on the Mills College Board of Trustees from 1927 to 1939. He was a Stanford University Trustee between 1944 and 1964. Afterwards, he was elected as a trustee emeritus at Stanford, a position only four other trustees held up until that time.

Phleger's first experience in assisting the United States government in areas of foreign affairs occurred in 1945, when he became Associate Director of the Legal Division for the United States Military Government in Germany. It started with his relationship with John J. McCloy, Assistant Secretary of War. McCloy and Phleger played tennis together at the Burlingame Country Club (where Phleger was a member), while the United Nations convened in San Francisco for the first time. After McCloy returned to Washington, he telegraphed and wrote letters to Phleger asking if he would go to Germany to help with the American occupation. Phleger agreed to serve for a period of six months.

Germany, and Berlin where he spent most his time, had experienced devastating damage during the War. The country was split into four parts, Russian, French, British and, of course, American. He worked for General Dwight D. Eisenhower, assisting on legal matters in the America district and throughout the other parts of Germany as well. His particular job was to break up the old banking trusts established by Adolph Hitler. He drafted legislation, modeled after the United States Sherman Anti-Trust Act. The other three governments had to agree with the new laws on banking, and to Phleger's credit, they did.

While in Germany he visited Hitler's bunker, was entertained by famous Soviet General G.K. Zhukov and witnessed a portion of Nazi war trials at Nuremberg. His account of the legal proceedings, "Nuremberg: A Fair Trial," was published in the April 1946 issue of *Atlantic Monthly*.¹⁸²

Upon returning to the United States, Phleger jumped back into his law practice. He also became a director on a number of corporate boards including the American Trust Company, Union Oil, Matson Navigation, Fiberboard Products and Newhall Land and Farming Company (Phleger would eventually serve on 25 corporate boards). He was additionally the executor of the Di Giorgio estate. In the realm of volunteer leadership, in addition to his interest in education and the Save the Redwoods League, he was Chairman of the Board of San Francisco's Childrens' Hospital for 25 years (1925-1950).

After General Eisenhower was elected President in 1952, Phleger was asked, if he'd meet with Secretary of State John Foster Dulles in Washington about a position in the new administration, legal advisor for the Department of State. After he returned home, he discussed the offer with his wife and then accepted the position. In this capacity, Phleger had important roles to play during the Cold War era. He attended the Inter-American Conference at Caracas, Venezuela in 1954 and the Indochina and Korean Conference at Geneva, Switzerland that same year. Also in 1954, he was in Manila and saw the creation of NATO's eastern counterpart, SEATO, whose purpose was to keep Communism out of Southeast Asia. He played a role in the 1956 Suez Crisis, after Egypt seized the canal.

In 1957, Phleger retired from the State Department and returned to his San Francisco practice. Certainly world affairs were still on his mind, especially in October, when the Soviet Union launched its Sputnik, the first human creation to achieve orbit in outer space. He recalled "...standing out on the road at Woodside with Mrs. Phleger watching Sputnik streak across the sky."¹⁸³

Not very long afterwards, President Eisenhower appointed Phleger as a representative of the United States on the Permanent Court of Arbitration under the Hague Conven-

tions. He ended up serving two terms of six years each, from 1957 to 1963 and, as a Richard Nixon appointee, from 1969 to 1975. In 1958, President Eisenhower also asked him to help speak for the United States at the Thirteenth General Assembly of the United Nations.

In 1959, the Department of State requested that he represent the United States at the Antarctica Conference. Phleger actually presided over the meetings. Because of Antarctica's strategic importance, it was an Eisenhower Administration priority that the Conference result in an agreement prohibiting any military utilization there, by any country. After a treaty was drafted, major opposition arose in the United States Senate to its ratification as American law. Those against it felt that particulars within the agreement that prohibited military flight over the frozen continent would harm our defensive abilities. Secretary of State Christian Herter asked Phleger if he would go to Washington and work there to see to the ratification. In what proved to be a controversial hearing, Phleger testified before the Senate "at length." Finally, the treaty passed: "by not too great a margin."¹⁸⁴

Other international conferences Phleger participated in included the European-American Assembly on Outer Space in 1962. President John F. Kennedy, himself, appointed him to the Committee to Strengthen the Security of the Free World, which was principally involved with foreign aid issues. Kennedy again called on him in 1962 to sit on the Arms Control and Disarmament Advisory Committee, which he did until 1968.

When not travelling around the world representing his country, or minding his law practice, or serving on corporate and volunteer boards, Phleger enjoyed the society life of the Bay Area. He joined the exclusive Pacific Union Club in 1919 and was its President in 1953. He became a member of the Burlingame Country Club in 1927. He entered into the Bohemian Club in 1932.

Phleger retired as a partner from Brobeck, Phleger & Harrison in 1976, but continued to practice as counsel at the firm afterwards. He died at the age of 94 in 1984. U.S. District Court Judge Robert H. Schnacke said of him that this "Renaissance lawyer and Renaissance man" may well have been "the best lawyer that California or the western states ever produced."¹⁸⁵

Those close to him at the office saw how he inspired his staff to become almost driven toward achievement. He invited them to *Mountain Meadow* on occasion and was known to enjoy a good cocktail. Phleger was not much of a small talker but, up until two months before his death, still came into the office. It is reported that even the day he died he was having serious conversation with friends on the subject of international banking.

His three children, their spouses and 14 grandchildren remembered him as a man who truly loved his family. They found him “a great raconteur -- amusing, funny and entertaining...” with “...exaggeration...a major part” of one of his good stories. While a member of high society, in later life he enjoyed having a steak at Sizzler or a hamburger at McDonald’s. His family also remembered him as a “complete humanitarian...interested in everything...” Important to this story for the National Parks, he remained always “a strong conservationist.”¹⁸⁶

About his wife, Mary Elena, to whom he was married for 63 years, outsiders can only guess about the kind of bond they had. When interviewed by the Bancroft Library about how the couple met, Phleger responded:

*I don’t remember the exact occasion. After Mrs. Phleger’s debut there were a number of dances and balls to which I was invited, and I probably met her at one of these occasions.*¹⁸⁷

The untold story here can only be imagined -- the high-bred Peninsula debutante (see previous section) meeting the athlete, Navy veteran, and up-and-coming San Francisco attorney, complete with his poor Irish family roots. It had to have been quite the romance.

They were married at the Episcopal Church in Menlo Park. As he recalled it, the debutante Donohoe girls did the decorations. Mary Elena’s good friend, Mary Emma Flood, could not attend; she was out of the country, but Mary Elena did become god-mother to Mary Emma’s daughter.

Certainly Herman Phleger’s natural abilities were most important to his professional successes and assignment to significant national duties. Nevertheless, marrying “well” advanced him socially. For example, he could look client, friend and neighbor, William P. Roth (who had also married “well”) in the eye as an equal. Certainly the way in which the Roths handled the contribution of their *Filoli* to the National Trust for Historic Preservation had to have affected the thinking of the Phlegers and their children about their estate.

On May 27, 1914, William P. Roth married Lurline Matson at St. John’s Presbyterian Church in San Francisco. She was the daughter of William Matson who had founded the Matson Steamship Company.

William P. Roth was born in Honolulu and graduated from Stanford University. As a young man, Hawaiians knew him as a champion tennis player. When he met Lurline he was working as a sugar merchant and also for a bank. After the wedding he went to work for his father-in-law, whose primary business was running ships between Cali-

ifornia and Hawaii. When William Matson died in 1917, Roth assumed control of the company. In 1927, he was officially installed as its president.

The Roths had three children -- a son and twin daughters. In December of 1936, the couple purchased *Filoli* from the estate of William Bourn, who had built the mansion there. They paid \$225,000. The 43-room country house included great works of art and beautiful furnishings.

William P. Roth died in 1963. Just before, in 1962, Lurline and her son, William Matson Roth, purchased Ghirardelli Square in San Francisco. They were afraid the old buildings there would be torn down. Instead they converted the red-brick old factory into a fashionable retail mall. The square has been mentioned as the first major adaptive re-use project in the United States and is now listed on the National Register of Historic Places.

As the years passed, Lurline wrestled with what to do with *Filoli*. In 1975 she allowed it to become listed on the National Register of Historic Places (No. 75000479) and, at the same time, gave the mansion and 39 acres of surrounding gardens and grounds to the National Trust for Historic Preservation. A little later another 86 acres were given to the Trust, and, in 1982, the last 529 acres were gifted to the non-profit Filoli Center.

The humanitarian and conservation-minded Phlegers must have been impressed by the magnanimous action of their long-time friends and neighbors.

THE PHLEGER ESTATE AND ITS PRESERVATION

One needs only to look at the map to determine why environmentalists are interested in the Phleger Estate. To the east are hills now covered with suburban communities. As the Bay Area continues to grow and attract new people, the pressure for development will not relent. However, north of the Phleger Estate, open space is protected by Filoli Center and then the San Francisco Water Department. To the west over the Skyline, are Purisima Creek Open Space and El Corte de Madera Open Space areas. To the south is San Mateo County's Huddart Park. Phleger is actually a vital link in a habitat corridor that runs from San Bruno to the Santa Clara County line which encompasses some 56 square miles of open space -- all just east of the Peninsula's busy Bayside cities.

ENVIRONMENTALISM IN SAN MATEO COUNTY (CONTEXTUAL)

Concern with the environment has assumed national importance. As early as the middle part of the nineteenth century, American intellectuals such as Henry David Thoreau, John Burroughs and Frederick Olmsted were voicing concern about conservation of natural resources in the United States. Artists such as Frederick Edwin

Church joined the chorus by presenting America's wilderness as beautiful and worthy of protection. As a response to this building interest, the United States Congress established the Department of Interior in 1849 which, in part, was assigned to better oversee the exploration and development of the West.

By the end of that century, powerful political forces were engaged in examining the issue. Bringing some matters to a head were John Muir and his Sierra Club, organized in 1892. Muir's group dedicated itself to preserving America's surviving wilderness areas. The Club received a substantial boost when Theodore Roosevelt became President of the United States in 1901. Roosevelt made conservation of wilderness a central part of his domestic policy and advocated enthusiastically in its favor.

Muir was able to lure Roosevelt to California in 1903. The two toured various places including Yosemite. The Sierra Club scored some victories in the ensuing years, such as having Muir Woods in Marin County declared a National Monument in 1908. However, not all efforts were successful. Muir suffered a devastating defeat with Congress's passage of the Raker Act in 1913, which allowed the City of San Francisco to flood Hetch Hetchy Valley in Yosemite National Park in order to create a water supply. Muir died soon afterwards, some would say of a broken heart.

The first part of the twentieth century was largely preoccupied by world wars and depression, but by the 1950s, westerners, in particular, were becoming aware that growth was occurring so quickly that much of what made the West special in the first place (like its wide open spaces) was being threatened. A cause and effect sequence manifested itself. Growth in the 1950s led to awareness, then political action in the 1960s and 1970s, and then sophisticated private and public solutions beginning in the 1980s.

Landmark legislation from Congress that marked the political action of the new era included the Water Quality Act of 1965 and Air Quality Act of 1967. The first Earth Day took place on April 22, 1970. This educational, public observance was designed to galvanize action on all levels. As was the case throughout the United States, a number of local environmental groups got their start in San Mateo County with this new awareness day. On a national level, Congress remained active in the 1970s. In 1972, it passed the Marine Mammal Protection Act, in 1973, the Endangered Species Act and in 1974, the Safe Drinking Water Act. President Nixon formed the Environmental Protection Agency in 1974.

On the state level, concern about the environment and particularly the redwoods can be traced back to 1852 when Assemblyman Henry A. Crabb of San Joaquin County proposed public ownership of the redwood forests. He failed, and it took until the new century, but real action to save the redwoods did finally manifest itself. In 1900,

Andrew Hill, a talented artist gathered together a group of educators writers -- men and women -- in the Santa Cruz Mountains. The upshot was the creation of the Sem-pervirens Club whose mission became lobbying to preserve redwood country. Its first success was to have Big Basin made a state park in 1902. This became California's first coastal redwood park.

The creation of state parks in the Bay region proved crucial to saving a variety of endangered plants and animals. Probably no park was more important in preservation of marine life than San Mateo County's Año Nuevo, the home of the rare elephant seal. Año Nuevo became part of the state park system in 1958.¹⁸⁸

Reflecting national priorities, the state acted in the 1970s. In 1972, California voters passed Proposition 20 -- the Coastal Initiative, which froze development along the state's coast and set stringent codes for the future. Then in 1976, the state legislature authorized the California Coastal Act which created the Coastal Commission and a Coastal Zone to better govern development. For San Mateo County's coastline, this meant a protected area along the ocean from several hundred feet to five miles inland.

As with the state of California, much of the early focus on conservation in San Mateo County began with the redwoods. In 1924, Memorial Park on Pescadero Creek, east of the community of Pescadero, opened to the public. County leaders mixed the saving of the trees with honoring the 52 San Mateo County residents who lost their lives during World War I.

Closer to the interest of this study, Huddart Park, the Phleger Estate's southern neighbor, was acquired by the County in 1944 and in 1948 was made a park. In the post-war period other County parks, situated in open spaces, followed. In 1956, the County purchased 108 acres to create Junipero Serra Park in the hills between Millbrae and San Bruno. It opened as a park in 1960. In 1958, the County acquired the property that would become Sam McDonald Park near La Honda. Also in 1958, the County began buying property near Pacifica that became San Pedro Park.¹⁸⁹

Local sensitivity about pollution goes back to at least 1948, when local newspapers began editorializing about Bay Area smog. Meanwhile, the Bay had become a sewer. The state enacted several laws during the 1950s, and, by 1959, some \$130 million had to be spent on a treatment system for the Peninsula. Nevertheless, San Mateo County continued to be listed as one of the worst offenders in the continued pollution of the Bay. In 1963, San Mateo County was threatened by a lawsuit over the issue and joined the South Bay TriCounty Sewage Commission to get a better handle on the situation.

By the 1960s, Peninsula residents were acquiring an awareness that unlimited growth would diminish quality of life for them unless some sort of regional planning was put

in place.¹⁹⁰ Hearing that master plans for the state suggested that San Mateo County would have a population of 800,000 by 1990 alarmed them.

A primary focus of the 1960s became the filling of the San Francisco Bay for further residential and industrial utilization. One of the first revolts occurred at Brisbane where locals objected to the Sunset Scavenger Corporation's plans to dump San Francisco garbage on 250 acres of marshland near their town. Residents learned that for 25 years, Sunset intended to dispose of the City's daily 1,600 tons of solid waste -- just blocks away from their community. San Francisco's Mayor John Shelley explained: "You can't let the garbage lie in the streets." Locals responded by railing against "filler barons" and formed a committee to lead their fight -- "Garbage A-Go-Go."¹⁹¹

The larger Save San Francisco Bay Association formed in 1962, with the more general purpose of stopping fill all around the Bay.¹⁹² Out of the controversy came the creation of the San Francisco Bay Conservation and Development Commission which placed a moratorium on fill projects in 1964.

Some Peninsulans in South San Mateo County became concerned about the rural hills to their west. In 1959, residents learned of Stanford University's plans to develop 245 acres for an industrial complex. Locals formed a campaign to oppose it, entitled "Factories out of the Foothills."¹⁹³ They lost a referendum on the matter, but it prompted Stanford professor Wallace Stegner to write his "Wilderness Letter," a widely read piece which championed the protection of open spaces.¹⁹⁴ Also evolving from the "Factories out of the Foothills" campaign was the Committee for Green Foothills, which became an effective force against later incursions.

Certainly locals realized that the tide was turning in 1965, when the Save-Our-Skyline Committee and future Congressman Pete McCloskey forced the Pacific Gas and Electric Company to place unsightly power lines underground in the Woodside area after a fight that was resolved in federal court. Another victory during the decade occurred in 1969. Environmentalists attacked a plan by the U.S. Army Corps of Engineers to dam Pescadero Creek. The Corps was forced to abandon the project.¹⁹⁵

County park enthusiasts were pleased in 1961. Butano State Park was dedicated on September 16. Decades before Frederick Law Olmsted had recommended buying up 12,000 acres in this area north of Big Basin to preserve ancient redwoods. By 1961, only 1,900 acres were left for creating the park, the rest had been exploited by loggers.

As told in the *Rancho Corral de Tierra* portion of this study, the County designated the tide-pools at Moss Beach a reserve in 1969. It was named James V. Fitzgerald Marine Reserve after the County Supervisor who led the preservation effort.

Into the next decade, another local victory was achieved within the San Mateo City limits. In 1971, the Save Sugarloaf Committee organized to halt the leveling and development of a hill west of town. They succeeded in stopping the project, and the makeup of the City Council changed dramatically thereafter.¹⁹⁶

In 1972, the County made a farsighted move by establishing the Mid-peninsula Regional Open Space District. This governmental agency went to work buying and managing lands for future recreational or preservation purposes. Progress on open space issues during the 1970s was certainly enhanced by the changing nature of the County Board of Supervisors. By 1974, a majority of them recognized themselves as environmentalists.

One of the County's major moves during the decade was purchasing San Bruno Mountain as a park in 1978. The \$6.2 million acquisition was made after years of battling between environmentalists and the Crocker Land Company.¹⁹⁷ Despite their successes, by the beginning of the 1980s, local activists felt that instead of moving forward, they tended to be constantly reacting to proposed development. Their triumphs seemed temporary, until the next scheme came along.¹⁹⁸ Farther reaching actions were deemed appropriate.

Change along these lines came in 1980 for the Coastside, when the County adopted an environmentally sensitive coastal plan. This was bolstered in 1986, when County voters passed Measure A by a 63% majority. Its function was to further protect the County's rural Coastside from development.¹⁹⁹ The 1980s were also a time during which the County increased its commitment to parks. In 1980 the 467-acre Edgewood Park on the western fringe of Redwood City was acquired. All park lovers were thrilled by the state's opening of its McNee property at Montara Mountain in 1984.

Into the 1990s, the first major controversy involved stopping garbage company BFI from creating dumps at Aponolio Canyon on the Coastside in 1990. Another victory of the decade, this one in 1996, was the championing of the tunnel alternative over the bypass project at Montara Mountain (see *Rancho Corral de Tierra* section of this study).

Despite the continued confrontations, the 1990s generated a new spirit of cooperation among developers, environmentalists and landowners. The work of government and private organizations involved in purchasing outright those properties thought to have potential for controversy assisted with this new spirit. These agencies, moreover, wished to be good neighbors. Among the new partners was the San Mateo County Farm Bureau, whose membership supported the idea that agricultural lands could be purchased by the open space concerns yet still be used to grow crops.²⁰⁰

Assisting with this teamwork approach was the Mid-peninsula Open Space District which was, as mentioned, created in 1972, by an electoral initiative. In 1976, voters approved of dramatically expanding the District by adding the southern portion of the County to the District's geographic range of activity. Again, in 2004, the District grew, this time in the direction of the Coastsides. Now the western portion of the County, from the Pacifica city limits to the Santa Cruz County line, was within its area of operations.

In addition the advent of the Peninsula Open Space Trust (POST) in 1977 helped immensely with the District's work. POST was organized to assist the District by raising private money to buy land and then resell the property at favorable prices to the District. As the years went by, POST's role expanded as it took on new partners and strategies.²⁰¹

SAVING THE PHLEGER ESTATE

The first correspondence placed in the files of POST concerned the Phleger Estate and how best to approach its owners about preservation of that property.²⁰² In fact from the inception of the organization, the Phleger Estate was of great interest. POST's system of prioritizing properties deserving action was (is) based on some 12 different criteria, such as quality of natural assets, visibility, presence of a watershed, recreational potential, etc. From the get-go, on a scale of one to ten, with one being of most potential, the Phleger Estate received a one.²⁰³

POST's first great success came in 1981. Windy Hill sits above Portola Valley. Ryland Kelley and Corte Madera Associates gifted it to POST which then sold it to the Mid-Peninsula Open Space District for \$1.5 million, about half its actual value. This money then became part of a fund to acquire other lands.

When Herman Phleger died in 1984, POST was still on its way to becoming a force on the land acquisition scene. By 1990, with a paid staff of just five, it found itself barely capable of raising the kinds of funds necessary to carry out a deal for purchasing the Phleger Estate. Before Phleger's death it did not much matter. During his lifetime, he was not ready to relinquish his property. When asked about a potential contribution of *Mountain Meadow*, he told Congressman Phil Burton: "No one's painting my property green but me."²⁰⁴

However, after he died, Mary Elena indicated interest in a way to preserve the property's natural assets. POST's director, Audrey Rust, went looking for partners. Initial contact was made with the Open Space District, the Nature Conservancy and the Trust for Public Land. The first estimates on the value of the Phleger Estate surfaced at \$30 million. As the months wore on, it appeared more certain that POST was going to have

to be the lead agency in the acquisition process. The organization went ahead and assured the Phleger family that they could work something out. According to Rust:

*It was our priority. And our board from the get-go has always said: "If we go out of business and we go broke saving a piece of property, isn't that better than if we stay in business and don't save the land that needs to be saved?"*²⁰⁵

And so, in 1990, Mary Elena agreed to begin the process of negotiating a deal. Brobeck, Phleger & Harrison represented her family, of course. Rust recalls the intimidating nature of the following meetings:

*Oh my God, this is like Shirley Temple pulling together the play that takes place in the barn. . . because really, we were a little organization and we were going to say we could put together this money, and we weren't going to pay \$30 million for it, no matter what.*²⁰⁶

Besides the attorneys, members of the Phleger family attended the sessions with POST representatives. Months of talks "over every detail" ensued. However, POST had confidence that things would work out because it was the only entity willing to both preserve the land and pay for it. Finally, near the end of the year, all seemed ready for signing the papers when, on December 5, Mary Elena suddenly died from a massive stroke.²⁰⁷

Nonetheless, the negotiations went forward with the Phlegers' children, and a week later, an agreement was signed. *San Francisco Chronicle* reporter Bill Workman wrote: "In what may be one of the most ambitious conservation projects by a private land trust in the nation, the Peninsula Open Space Trust announced an agreement yesterday to buy and preserve the Phleger Estate. . ." ²⁰⁸ Workman explained that the Trust had pledged to raise \$14.5 million by June, 1991, as a down payment. It would also pursue legislation to have the Estate included within the GGNRA. He quoted Audrey Rust as saying that from a funding point of view ". . .this is the largest conservation project ever undertaken in the United States."

Now POST went into fundraising mode. One of the first calls made by Rust was to Intel founder and philanthropist Gordon Moore and his wife Betty. The couple toured the property. Among the challenges in the campaign was to sell the house to a private party. Neither the Trust nor the National Park Service wanted it, and money derived from its sale could help with the fundraising. Rust was surprised when the Moores stepped up and said they'd buy it and make it their home; the agreement included about 24 acres of what would become a conservation easement -- all for \$6 million.²⁰⁹

The Save the Redwoods League, Herman Phleger's old group, then chimed in. They

agreed to buy 203 acres of the property for \$2.5 million, which it would donate to the National Park Service when the contract with the GGNRA was signed.

With help from other donors, the June deadline was met. The family then loaned \$10.5 million to POST for the balance owed, which was due in August of 1994. POST staked its entire \$3.5 million reserve to the project.

In the meantime, federal representatives were receiving hundreds of letters from local and state officials requesting assistance to support the acquisition. For Congress one of the big factors was the house. It did not want to help buy it. With the Moores' purchase the way was cleared. In 1992, it voted in favor of including the property in the GGNRA. In both 1993 and 1994, it agreed to appropriate \$5.25 million each year to help the fundraising. The total amount contributed to POST and then paid to the family was \$21 million. Considering the actual value of the property was far higher, the Phlegers ended up making a sizeable contribution. Their children received substantial tax credits.

On December 23, 1994, San Mateo Times staff writer, Marshall Wilson, reported: "Hikers and nature lovers can enjoy more than 1,200 acres of hills and canyons now that the Phleger Estate officially has been added to the National Park System."²¹⁰ Wilson quoted Audrey Rust as saying: "I feel this has been my life." GGNRA Superintendent Brian O'Neil added:

The project represents a great example of how a public/private partnership can work. Under Peninsula Open Space Trust's leadership, a number of government agencies worked with non-profit organizations to save a remarkable piece of land for public use.

On April 29, 1995, the Phleger Estate was dedicated as part of the GGNRA. What a great partner POST had found. The GGNRA was born in 1972 as a national park. According to the United States Department of the Interior, its mission was to preserve for the public, areas within the San Francisco Bay Area, possessing "outstanding natural, historic, scenic and recreational values." What better place to fulfill this mission than on the Phleger Estate?

The great success of this effort gave momentum to POST. In 1997 it purchased Miramontes Ridge and a year later it raised \$15 million from private, state and federal sources to buy Bair Island, east of Redwood City. In 2001 it was instrumental in putting together the Rancho Corral de Tierra deal (which became a part of the GGNRA in 2005). Between 2001 and 2005, it raised \$200 million to preserve 20,000 acres on the San Mateo County coast.

The result of the work of POST, the GGNRA and many other private and public entities is that San Mateo County today, possesses some of the largest tracts of protected lands in California. This is quite remarkable considering it is situated in the midst of a large urban region, and even more noteworthy because it is a smaller county in space but has a robust population of 700,000.

As related earlier, the Coastside, historically, has been preserved because for decades it was isolated. When finally eyed for development, a new environmental consciousness stopped the builders. On the busy Bayside, far less was available to protect for open space advocates.

The Phleger Estate was one of the few (and best) properties to target. Its pristine presence stemmed from the history of the place as a suburban retreat, reminiscent of the Peninsula's railroad era estates of the late nineteenth and early twentieth centuries -- a retreat of the kind Mary Elena's grandparents, the Athertons and Macondrays, would approve. Therefore the historic interpretation of the Estate with its colorful rustic characters, and its logging, farming and winemaking stories ought to also have a place for understanding the Estate as an estate of a suburban culture fading from our collective memories.

ENDNOTES

¹ Barker, *Archaeological*, pp. 4-6.

² Peninsula Open Space Trust, "The Phleger Estate: A Plan of Opportunities," undated, p. 15.

³ *Ibid.*, pp. 8-9.

⁴ Milliken, *Ohlone* (2007), p. 5.

⁵ *Ibid.*, p. 286.

⁶ Timothy J. Spillane, "Cultural Resources Evaluation of the West Union Creek Area of Phleger Estate, GGNRA, San Mateo County California, with Recommendations for Resources Management," prepared for the Golden Gate National Parks Conservancy, Fort Mason, San Francisco, June 2009, p. 8.

⁷ *Ibid.*, p. 89.

⁸ See *diseño* of *Rancho Cañada Raymundo* and the American era plat in Appendix XXV.

⁹ Clifford, "Irish," p. 6.

¹⁰ Spillane, "Cultural," p. 9.

¹¹ Richards, *Crossroads*, p. 14.

¹² Archeological Resource Management, "Cultural," p. 4.

¹³ Richards, *Crossroads*, p. 9.

¹⁴ Svanevik, *San Mateo County*, pp. 3-4.

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- ¹⁵ Peninsula Open Space Trust, “Phleger,” p. 13.
- ¹⁶ Archeological Resource Management, “Cultural,” p. 4.
- ¹⁷ Dorothy F. Regnery, “Parkhurst’s Woodside,” *La Peninsula*, Vol. XXIV, No. 1, 1987, p. 3.
- ¹⁸ Bidwell, *Life*, pp. 173-174.
- ¹⁹ Stanger, *South*, p. 60.
- ²⁰ Joshua Paddison, *A World Transformed: Firsthand Accounts of California Before the Gold Rush*, Heyday Books, Berkeley, CA, 1999, p. 201.
- ²¹ Alan K. Brown, *Sawpits in the Redwoods, 1776-1849*, San Mateo County Historical Association, San Mateo, CA, 1966, p. 4.
- ²² Richards, *Crossroads*, p. 11.
- ²³ Postel, *Peninsula*, p. 28.
- ²⁴ Bancroft, *History*, Vol. 2, p. 731.
- ²⁵ Charles Brown, “Early Events,” *Quarterly of the Society of California Pioneers*, Vol. 7, 1930, pp. 35-47.
- ²⁶ Alley, *History*, p. 121.
- ²⁷ *Ibid.*, p. 115.
- ²⁸ James Hart, *A Companion to California*, Oxford University Press, New York, 1978, p. 353.
- ²⁹ Brown, *Sawpits*, p. 7.
- ³⁰ *Ibid.*, p. 9.
- ³¹ Hynding, *From*, p. 48.
- ³² Holiday, *World*, p. 412.
- ³³ *Ibid.*, p. 301.
- ³⁴ Henry D. Barrows and Luther A. Ingersoll, *A Memorial and Biographical History of the Coast of Central California*, Lewis, Chicago, 1893, pp. 199-200.
- ³⁵ Hank Johnston, *They Felled Redwoods*, Transanglo Books, Los Angeles, CA, 1966, p. 12.
- ³⁶ There are three kinds of redwoods in existence around the world. For this study only *Sequoia Sepervirens* are relevant.
- ³⁷ *Ibid.*, pp. 13-14.
- ³⁸ Brown, *Sawpits*, p. 1.
- ³⁹ Archeological Resource Management, “Cultural Resource Evaluation for the Phleger Estate in the County of San Mateo,” Tito Patri and Associates, April 30, 1991, p. 3.
- ⁴⁰ Brown, *Sawpits*, p. 2.
- ⁴¹ *Ibid.*, p. 2.
- ⁴² John Phillip Laugellier and Daniel B. Rosen, *El Presidio de San Francisco: A History Under Spain and Mexico, 1776-1846*, The Arthur H. Clark Company, Spokane, 1996, pp. 56-68. Also see Sherwood D. Burgess, “Lumbering in Hispanic California,” *California Historical Quarterly*, Vol. III, 1962, p. 245.
- ⁴³ Burgess, “Lumbering,” p. 238; and Svanevik, *San Mateo County*, p. 2.
- ⁴⁴ Johnston, *They*, p. 2.
- ⁴⁵ Brown, *Sawpits*, p. 3.
- ⁴⁶ Kenneth L. Fisher, “Kings Mountain’s Colorful History,” *La Peninsula*, Vol. XXVI, No. 3, 1990, p. 6.
- ⁴⁷ Brown, *Sawpits*, p. 13.
- ⁴⁸ Michael Svanevik and Shirley Burgett, *San Mateo County Parks: A Remarkable Story of Extraordinary Places and People Who Built Them*, San Mateo County Parks and Recreation Foundation, Menlo Park, CA, 2001, p. 8.
- ⁴⁹ Johnston, *They*, pp. 14-15.
- ⁵⁰ Stanger, *South*, p. 60.
- ⁵¹ Fisher, “Kings,” p. 5.

⁵² Richards, *Crossroads*, p. 51.

⁵³ Burgess, "Lumbering," p. 244.

⁵⁴ See Appendix XII for a description of life in a lumber camp 140 years ago.

⁵⁵ Frank M. Stanger, *Sawmills in the Redwoods: Logging on the San Francisco Peninsula, 1849-1967*, San Mateo County Historical Association, San Mateo, CA, 1967, p. 27.

⁵⁶ *Ibid.*, p. 28.

⁵⁷ San Mateo County historian Frank M. Stanger described these mills: "On the whole, whether lumber or shingles were the product, there was nothing spectacular or photogenic about the machines or the apparatus of these mills. The buildings were mere sheds to protect the expensive machinery from the sun and rain, and they all looked about alike.

"The tall smokestack with its plume of smoke above the surrounding trees was, perhaps, an exception. Beneath it, under the roof, was the boiler, which might be either upright or the horizontal type, with its pile of wood for fuel. Near by was the engine itself, usually a one-cylinder affair with a flywheel, sometimes geared directly to the shaft that turned the saw, while others were set apart, with power transmitted by means of a belt.

"If the site permitted the building of a dam, there was usually a mill pond; by far the easiest way to store and sort logs was to dump them first into a pond. A floating log was much more easily moved up to the mill than one that had to be rolled and jockeyed into position on the ground.

"Yet, all together, however commonplace the parts may seem, the total scene was a complex and busy affair. The coming logs, the whir of machinery and the singing of the saw, the sorting and stacking of lumber, and the coming and going of teams with wagons - - all this set in a lonely canyon among stumps and a few remaining trees; it had to be seen, heard, and felt to be fully appreciated." Frank M. Stanger, *Sawmills in the Redwoods: Logging on the San Francisco Peninsula 1849-1967*, San Mateo County Historical Association, San Mateo, CA, 1967, p. 143.

⁵⁸ Svanevik, *San Mateo County*, p. 6.

⁵⁹ San Mateo County Historical Association, "Redwood City Centennial Edition," *La Peninsula*, Vol. XIV, No. 2, 1967, p. 9.

⁶⁰ Svanevik, *San Mateo County Parks*, p. 8.

⁶¹ Richards, *Crossroads*, pp. 60 and 69.

⁶² Postel, *Peninsula*, p. 31.

⁶³ Terry Fischer, "The Tripps of Woodside," *La Peninsula*, Vol. XXXII, No. 2, Fall/Winter, 2000, p. 8.

⁶⁴ Regnery, "Parkhurst's," p. 6.

⁶⁵ Postel, *Sesquicentennial*, pp. 44-45.

⁶⁶ National Register Number 931985001563.

⁶⁷ Brown, *Sawpits*, p. 16.

⁶⁸ Barrows, *Memorial*, p. 200.

⁶⁹ Fisher, "Kings," p. 21.

⁷⁰ Stanger, *Sawmills*, p. 49.

⁷¹ John G. Edmonds, "The Town of West Union," undated manuscript, p. 1.

⁷² Stanger, *Sawmills*, p. 27.

⁷³ Spillane, "Cultural," pp. 11 and 17.

⁷⁴ Stanger, *Sawmills*, p. 51.

⁷⁵ Spillane, "Cultural," p. 12.

⁷⁶ *Ibid.*, p. 20.

⁷⁷ *Ibid.*, pp. 10-11.

⁷⁸ Svanevik, *San Mateo County*, pp. 5-6.

⁷⁹ *Ibid.*, p. 8.

⁸⁰ Svanevik, *San Mateo County Parks*, pp. 40-41.

- ⁸¹ Stanger, *Sawmills*, p. 50.
- ⁸² John G. Edmonds, "The Town of West Union," Notes for the members of Yerba Buena Lodge of E Clampus Vitus, March 29, 2008, p. 3.
- ⁸³ Stanger, *Sawmills*, p. 50.
- ⁸⁴ Mari Zachary, "Preliminary Culture Analysis -- Phleger Estate," April 29, 2005, p. 2.
- ⁸⁵ Edmonds, "Town," Note, p. 2.
- ⁸⁶ Spillane, "Cultural," p. 14.
- ⁸⁷ Map drawn by Don and Phillip Kreiss, April 10, 1952, shows "Community of West Union."
- ⁸⁸ Edmonds, "Town," Note, p. 4.
- ⁸⁹ Richards, *Crossroads*, p. 69.
- ⁹⁰ *Ibid.*, p. 70.
- ⁹¹ Moore, *Illustrated*, p. 31.
- ⁹² *Ibid.*, pp. 32-34.
- ⁹³ Edmonds, "Town," p. 5.
- ⁹⁴ Stanger, *Sawmills*, p. 144.
- ⁹⁵ Edmonds, "Town," p. 6.
- ⁹⁶ Quote found in Richards, *Crossroads*, p. 100.
- ⁹⁷ Edmonds, "Town," Note, p. 5.
- ⁹⁸ California Department of Parks and Recreation, *Archeological Site Record, Whipple Lower Mill Site*, prepared by Timothy J. Spillane, June 10, 2009, pp. 1-2.
- ⁹⁹ Interview with Ken Fisher on May 19, 2010 by David Morrison of the San Mateo County Historical Association.
- ¹⁰⁰ Ken Fisher also points out the differences in the trees themselves. Those on the eastern side tended to be shorter than those on the west due to less fog and rain. However, they were sometimes thicker than those from the west because redwoods are apt to be fatter rather than taller when growing in limited water environments.
- ¹⁰¹ Babal, *Top*, p. 22.
- ¹⁰² Moore, *Illustrated*, pp. 36-42.
- ¹⁰³ Edmonds, "Town," p. 6.
- ¹⁰⁴ *Ibid.*, pp. 3-4.
- ¹⁰⁵ Postel, *Sesquicentennial*, pp. 4-9.
- ¹⁰⁶ *Ibid.*, p. 36.
- ¹⁰⁷ Bancroft, *History*, Vol. VII, p. 44.
- ¹⁰⁸ Spillane, "Cultural," p. 15.
- ¹⁰⁹ Edmonds, "Town," Note, p. 3.
- ¹¹⁰ J.V. Newman, County Surveyor, 1909 Official Map of San Mateo County, California, April, 1909.
- ¹¹¹ Janet Loustavnou, "A History of Woodside Wineries," *La Peninsula*, Vol. XX, No. 3, Summer, 1980, p. 4.
- ¹¹² *Ibid.*, p. 5.
- ¹¹³ *Ibid.*, p. 8.
- ¹¹⁴ Cloud, *History*, Vol. 1, p. 443.
- ¹¹⁵ Kathy Tarantino, "The Wine Industry of San Mateo County," manuscript collection of the San Mateo County History Museum, January 24, 1980, pp. 5-6.
- ¹¹⁶ Postel, *San Mateo County*, p. 108.
- ¹¹⁷ Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States*, Oxford University Press, New York, 1985, pp. 87-102.
- ¹¹⁸ Postel, *San Mateo*, p. 21.

- ¹¹⁹ *Ibid.*, p. 15.
- ¹²⁰ *Ibid.*, p. 23.
- ¹²¹ Postel, *Peninsula*, p. 63.
- ¹²² Postel, *San Mateo County*, p. 109.
- ¹²³ Hynding, *From*, p. 62.
- ¹²⁴ *Ibid.*, p. 63.
- ¹²⁵ Svanevik, *San Mateo County*, p. 12.
- ¹²⁶ *Ibid.*, p. 14.
- ¹²⁷ Hynding, *From*, pp. 64-65.
- ¹²⁸ Postel, *Peninsula*, p. 65.
- ¹²⁹ Hynding, *From*, pp. 72-73.
- ¹³⁰ Herman Phleger as interviewed by Miriam Feingold Stein, with an introduction by J.E. Wallace Sterling, "Sixty Years In Law, Public Service and International Affairs," Regional Oral History Office, The Bancroft Library, University of California, Berkeley, 1977, pp. 277-278.
- ¹³¹ Postel, *San Mateo*, p. 30.
- ¹³² *Ibid.*, pp. 35-36, citing Byard Taylor, *At Home and Abroad*, 1859.
- ¹³³ *Ibid.*, p. 33.
- ¹³⁴ Phleger, "Sixty," p. 280.
- ¹³⁵ From the standpoint of the National Park Service, the location of this factory has interest. San Francisco business directories for 1858, 60, 63, 65, 71, 73, 78 and 80 all list the factory as occupying the northwest corner of Beach Street and Hyde Street, the present address for the Argonaut Hotel, which is directly across the street from the Park Service's National Maritime Museum. This location is confirmed on Sanborn maps from the 1880s.
- ¹³⁶ Svanevik, *San Mateo County*, p. 13.
- ¹³⁷ Stanger, *South*, p. 93.
- ¹³⁸ *Ibid.*, p. 95.
- ¹³⁹ Svanevik, *San Mateo County*, p. 18.
- ¹⁴⁰ Japanese American Citizens League, *1872-1942*, p. 5.
- ¹⁴¹ Postel, *San Mateo County*, p. 204.
- ¹⁴² Svanevik, *San Mateo County*, p. 19.
- ¹⁴³ Postel, *History*, p. 10.
- ¹⁴⁴ *Ibid.*, pp. X-XI.
- ¹⁴⁵ As quoted in *Ibid.*, p. 11.
- ¹⁴⁶ *Ibid.*, p. 12.
- ¹⁴⁷ Mitchell P. Postel, *The History of The Peninsula Golf and Country Club*, Peninsula Golf and Country Club, San Mateo, CA, 1993, pp. 7-21.
- ¹⁴⁸ Stanger, *South*, p. 121.
- ¹⁴⁹ Sewall Bogart, *Carolands, Hillsborough's Imperious Survivor*, San Mateo County Historical Association, San Mateo, CA, 1991, p. 19.
- ¹⁵⁰ Michael Middleton Dwyer, *Carolands*, San Mateo County Historical Association, Redwood City, CA, 2006, p. xi.
- ¹⁵¹ *Ibid.*, pp. XXIV-XXXV.
- ¹⁵² *Ibid.*, p. 31.
- ¹⁵³ Postel, *San Mateo County*, p. 126.
- ¹⁵⁴ Svanevik, *San Mateo County*, p. 45.
- ¹⁵⁵ Postel, *History*, pp. 24-30.
- ¹⁵⁶ Postel, *San Mateo County*, p. 210.
- ¹⁵⁷ *Ibid.*, p. 128.

- ¹⁵⁸ Postel, *Peninsula*, pp. 67-68.
- ¹⁵⁹ Postel, *San Mateo County*, p. 130.
- ¹⁶⁰ These factors are those perceptively outlined in Kenneth T. Jackson's groundbreaking 1985 book, *Crabgrass Frontier*. San Mateo County mirrors his model for building the postwar suburb almost exactly.
- ¹⁶¹ Donald P. Ringler and George Rossi, "Filoli: A Residence for Agnes M. Bourn," Hillsborough, CA, 1978, p.23.
- ¹⁶² *Ibid.*, pp. 7-9.
- ¹⁶³ *Ibid.*, pp. 10-11.
- ¹⁶⁴ Peninsula Open Space Trust, "Phleger," p. 13.
- ¹⁶⁵ Phleger, "Sixty Years," p. 283.
- ¹⁶⁶ *Ibid.*, p. 282.
- ¹⁶⁷ Michael Svanevik and Shirley Burgett, "Herman Phleger: A Chameleon on Plaid," *San Mateo Times*, November 6, 1992.
- ¹⁶⁸ Spillane, "Cultural," p. 15.
- ¹⁶⁹ Postel, *History*, pp. 14-15, 95.
- ¹⁷⁰ Svanevik, "Herman," *San Mateo Times*.
- ¹⁷¹ Audrey Rust, Golden Gate National Recreation Area Oral History Project, September 23, 2002, pp. 7-8.
- ¹⁷² Phleger, "Sixty," p. 1.
- ¹⁷³ *Ibid.*, p. 9.
- ¹⁷⁴ *Ibid.*, p. 11.
- ¹⁷⁵ *Ibid.*, p. 25.
- ¹⁷⁶ *Ibid.*, p. 30.
- ¹⁷⁷ *Ibid.*, p. 49.
- ¹⁷⁸ *Ibid.*, p. 59.
- ¹⁷⁹ Unfortunately, the firm over-expanded in the boom era of high-tech startups during the 1990s and went bankrupt in 2003, a victim of the dot-com bust. Mercifully, Herman Phleger did not live to see his prestigious firm collapse.
- ¹⁸⁰ *Ibid.*, pp. 71-72.
- ¹⁸¹ *Ibid.*, p. 74.
- ¹⁸² *Ibid.*, pp. 170-171.
- ¹⁸³ *Ibid.*, p. 238.
- ¹⁸⁴ *Ibid.*, p. 253.
- ¹⁸⁵ Svanevik, "Herman," *San Mateo Times*.
- ¹⁸⁶ *Ibid.*
- ¹⁸⁷ Phleger, "Sixty," p. 281.
- ¹⁸⁸ Burney J. Le Boeuf and Stephanie Kaza, *The Natural History of Año Nuevo*, The Boxwood Press, Pacific Grove, CA, 1981, pp. 48-50.
- ¹⁸⁹ VanderWerf, *Montara*, p. 28.
- ¹⁹⁰ Hynding, *From*, p. 305.
- ¹⁹¹ Postel, *Peninsula*, p. 75.
- ¹⁹² Hynding, *From*, p. 315.
- ¹⁹³ Marion Softky, "Three Conservation Organizations," *The Almanac*, December 18, 2002.
- ¹⁹⁴ Craig Brilton and Jack Olsen, "Coastal Farms Are an Asset Worth Protecting," *San Jose Mercury News*, February 9, 2004.
- ¹⁹⁵ Hynding, *From*, p. 320.
- ¹⁹⁶ Postel, *San Mateo*, pp. 267-269.

¹⁹⁷ Svanevik, *San Mateo County Parks*, pp. 68-70.

¹⁹⁸ Hynding, *From*, p. 313.

¹⁹⁹ Carol Blitzer, "People: Lennie Roberts: A Natural Advocate," *Palo Alto Weekly*, May 13, 1998.

²⁰⁰ Marion Softky, "Lennie Roberts Named to Women's Hall of Fame," *The Almanac*, March 5, 2003.

²⁰¹ Rust, "Golden Gate," pp. 5-6.

²⁰² *Ibid.*, p. 7.

²⁰³ *Ibid.*, pp. 8-9.

²⁰⁴ *Ibid.*, p. 10.

²⁰⁵ *Ibid.*, p. 14.

²⁰⁶ *Ibid.*, pp. 15-16.

²⁰⁷ *Ibid.*, p. 17.

²⁰⁸ Bill Workman, "Conservation Group to Buy Estate," *San Francisco Chronicle*, December 11, 1990.

²⁰⁹ Rust, "Golden Gate," pp. 20-23.

²¹⁰ Marshall Wilson, "Phleger Site Officially a Park Today," *The Times*, December 23, 1994.

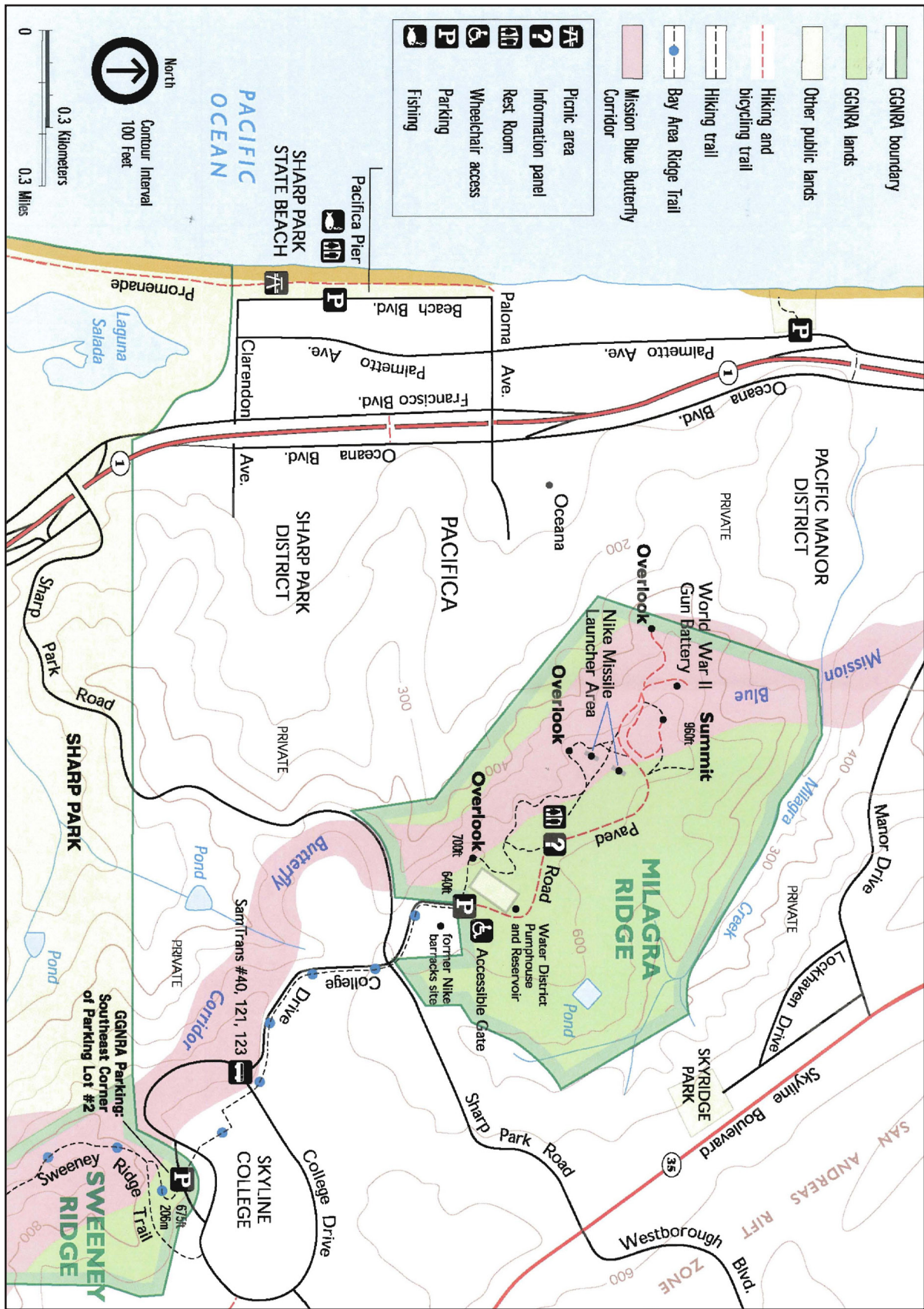


Fig. 6.1: Park map of Milagra Ridge.